

Serial Number 79/1936.



**THE PASSENGER-SERVICE VEHICLE (CONSTRUCTIONAL)
REGULATIONS, 1936.**

Enacting authority : His Excellency the Governor-General in Council.
Act pursuant to which the regulations were made : Section 59 of the
Transport Licensing Act, 1931, and all other powers and
authorities thereunto enabling.

Date on which the regulations were made : 9th day of December,
1936.

Date of notification in *Gazette* : 10th day of December, 1936.

REGULATIONS.

REGULATION 1.—PRELIMINARY.

(1) These regulations are arranged as follows:—

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(2) These regulations may be cited as the Passenger-service Vehicle (Constructional) Regulations, 1936.

(3) These regulations shall come into force on the 16th day of December, 1936.

(4) In these regulations, unless inconsistent with the context,—

“The said Act” means the Transport Licensing Act, 1931:

“Approved” means approved by a Vehicle Inspector:

“Body” includes all that portion of a passenger-service vehicle designed for the use and accommodation of the occupants:

“Chassis,” save as otherwise provided in clause (3) of Regulation 33 hereof, includes all that portion of a passenger-service vehicle exclusive of the body and the separate fittings, equipment, or attachments for the body:

“Commissioner” means the Commissioner of Transport:

- “Omnibus” means a passenger-service vehicle the body of which is designed for the carriage of both seated and standing passengers:
- “Passenger-service vehicle” means a passenger-service vehicle as defined by the said Act:
- “Passenger-truck” means (1) a passenger-service vehicle the body of which, although designed principally for the carriage of goods, has been made suitable for the carriage of passengers, or (2) any passenger-service vehicle so designated by the Commissioner of Transport:
- “Permit” means a permit issued under subsection (1) of section 38 of the said Act authorizing the use of a passenger-service vehicle without a certificate of fitness being issued for it:
- “School bus” means a passenger-service vehicle the body of which is designed and used solely or principally for the carriage to and from school of school-children with or without teachers:
- “School vehicle” means any passenger-service vehicle other than a school bus used for the carriage to and from school of school-children with or without teachers, but does not for the purpose of these regulations include a passenger-service vehicle in respect of which a certificate of fitness or permit has been issued for other than school service:
- “Service-car” means a passenger-service vehicle which has the majority of its seats placed uninterruptedly across the body, and which is not designed to carry standing passengers:
- “Service-coach” means a passenger-service vehicle the body of which has a longitudinal aisle and which is not designed to carry standing passengers:
- “Vehicle Inspector” means a person appointed by the Commissioner for inspection of vehicles in terms of the said Act.

(5) The Passenger-service Vehicle (Constructional) Regulations, 1933,* are revoked.

(6) All certificates and permits and generally all acts of authority and all applications and all other documents, matters, acts, and things which originated under the regulations hereby revoked and are of continuing effect at the time of coming into force of these regulations shall enure for the purposes of these regulations as if they had originated under these regulations, and shall, where necessary, be deemed to have so originated.

(7) The Commissioner shall have power to determine whether any passenger-service vehicle is an omnibus, a passenger-truck, a service-car, a service-coach, a school bus, or a school vehicle, and his determination thereof shall for the purposes of these regulations be final and conclusive.

(8) (a) Every passenger-service vehicle (not being a passenger-truck, a school bus, or a school vehicle) first used in

* Gazette, 21st December, 1933, Vol. III, page 3449.

a passenger-service (as defined by the said Act) before the 1st day of June, 1932, shall comply with the conditions and requirements appropriate to its class contained in Part I of these regulations.

(b) Every passenger-service vehicle (not being a passenger-truck, a school bus, or a school vehicle) first used in a passenger-service (as defined by the said Act) on or after the 1st day of June, 1932, and every passenger-service vehicle which has been licensed under the Motor-omnibus Traffic Act, 1926, and to which the provisions of both Parts I and II of the Motor-omnibus (Constructional) Regulations, 1929,* applied, and every passenger-service vehicle to which the provisions of both Parts I and II of the Passenger-service Vehicle (Constructional) Regulations, 1933, applied, shall comply with all the conditions and requirements appropriate to its class contained in Parts I and II of these regulations.

(c) Every passenger-truck shall comply with the conditions and requirements contained in Part III of these regulations, but need not comply with the conditions and requirements contained in Parts I, II, IV, and V hereof other than as provided in Part III.

(d) Every school bus shall comply with the conditions and requirements contained in Part IV of these regulations, but need not comply with the conditions and requirements contained in Parts I, II, III, and V hereof other than as provided in Part IV.

(e) Every school vehicle shall comply with the conditions and requirements contained in Part V of these regulations, but need not comply with the conditions and requirements contained in Parts I, II, III, and IV hereof other than as provided in Part V.

(f) Every passenger-service vehicle, in addition to complying with such of the conditions and requirements of these regulations as is hereinbefore provided, shall comply with such other of the conditions and requirements of Parts I, II, III, IV, and V hereof as the Commissioner, after taking into account the nature and reasonable needs and requirements of the service in which such vehicle is being or is intended to be used, may direct.

(g) The Commissioner shall have power to determine from any records in his possession the date on which any passenger-service vehicle was first used, and for the purpose of these regulations his determination shall be final.

(9) (a) The Commissioner may, in special circumstances and subject to such conditions as he thinks fit to impose, grant exemption in respect of any passenger-service vehicle from the provisions of any of these regulations, and may extend such exemption so that it may be granted at the discretion of the Vehicle Inspector to all passenger-service vehicles of the same make, type, and model plying under similar conditions.

(b) Written application for such exemption shall in every case be made by the owner (or intending owner) of the passenger-service vehicle or of the chassis to the Vehicle

* *Gazette*, 3rd October, 1929, Vol. III, page 2575.

Inspector, and shall state fully the grounds on which exemption is sought. The application shall state the name of the maker of the chassis, shall properly identify the vehicle, and any other information required by the Vehicle Inspector shall be also supplied.

(10) From every decision of a Vehicle Inspector made in terms of these regulations there shall be a right of appeal by the owner of the vehicle to the Commissioner.

(11) For the purpose of the said Act the Commissioner may, at his discretion, issue a certificate of fitness or permit in respect of the passenger-service vehicle, subject to the condition that certain requirements of these regulations be fulfilled within a specified time limit or limits.

(12) Every person who does or omits, or causes or knowingly permits or suffers to be done or omitted, any act, matter, or thing contrary to the provisions of these regulations, or contrary to the provisions or restrictions in any permit, or any certificate of fitness, or who, for the purpose of these regulations, makes any statement or supplies any information that is false or misleading in any material particular, or who otherwise than in accordance with an order of exemption made under clause (9) hereof, or permission in terms of clause (11) hereof, uses as a passenger-service vehicle any motor-vehicle that does not comply with the provisions or requirements of these regulations shall be liable to a fine of £10.

(13) Except where otherwise provided in these regulations, the duty of complying with any requirements set out therein shall be on the owner of the passenger-service vehicle, and failure so to comply shall be deemed an offence by the owner.

PART I.

(Regulations applicable to all Licensed Passenger-service Vehicles other than Passenger-trucks, School Buses, or School Vehicles.)

REGULATION 2.—DOORWAYS.

(1) Every passenger-service vehicle with a body designed to give shelter to the passengers from the weather shall be fitted with at least two doorways. One of the doorways, being that one generally used by the passengers, shall be situated on the near side of the vehicle. Another doorway shall be situated either at the extreme rear end of the body or on the off side. When only two doorways are provided no part of one doorway shall be transversely opposite any portion of the opening of the other doorway.

(2) One of the doorways need not be available for use save in cases of emergency, and if intended for use only in such cases shall be fitted with a door (hereinafter referred to as the "emergency door") kept securely latched until it is required to be used. The device for opening the emergency door shall be of an approved type, quick acting, and of ample strength, and shall at all times be capable of ready operation. On every

emergency door fitted with a closing or locking device there shall be painted an "arrow" sign or some suitable word or phrase—*e.g.* "turn," "lift, then push"—as a guide to the method of opening the door. In an omnibus fitted with an emergency door a conspicuous notice directing attention to the emergency door shall be displayed inside the omnibus near the front thereof. Every emergency door shall be kept free of all obstruction on the outside of the passenger-service vehicle.

(3) The outside of the doorway or doorways in general use and any passageway thereto shall at all times be kept free and unobstructed. If a passenger-seat obstructs an emergency door that portion of the seat which would be likely to delay egress in emergency shall be readily removable. Nothing shall be carried which is likely to cause obstruction to an emergency door from either inside or outside.

(4) Every doorway shall be provided with a suitable non-slip tread-plate.

(5) More than one emergency door may be provided in any passenger-service vehicle, in which case the foregoing provisions shall apply to all such emergency doors.

(6) A ready means of exit from the passenger-vehicle shall be at all times available for the driver and shall be kept clear of obstructions.

REGULATION 3.—DRIVER'S PROTECTION.

(1) In an omnibus there shall be no passenger-seat near the driver's seat in such a position as to make it likely that the presence of the passenger will hamper the driver in his control of the omnibus, or his quick entry and exit.

(2) In an omnibus at the front end thereof a conspicuous notice "Do not converse with driver or stand alongside his seat" shall at all times be displayed, provided that in an omnibus of the forward control type such notice may, with the permission of the Vehicle Inspector, be "Do not converse with the driver".

(3) In service-cars or service-coaches when two passengers are to be carried alongside the driver the front seat shall have not less than 4 ft. length when measured 6 in. above the level of the seat and 6 in. forward of the back squab.

(4) There shall be no seat on the right-hand side of the driver's seat in a right-hand control vehicle, or on his left-hand side if the vehicle has left-hand control.

(5) An efficient approved device which is readily adjustable from the driver's seat shall be fitted to prevent interference with the driver's vision through the front windscreen by the rays of the sun or otherwise however.

(6) A mirror or mirrors shall be fitted providing from the driver's seat adequate interior and exterior vision to his rear and rear right.

(7) To every omnibus when used for city, town, or suburban service and to any other passenger-service vehicle when manual signals cannot be readily and effectively given from the driver's

seat approved mechanical devices efficient by day and by night shall be fitted. One device shall be affixed near the front of the vehicle to indicate to road-users and controllers of traffic when it is about to turn towards the right. The other device shall be fitted at the rear to warn any vehicle following when the passenger-service vehicle is about to stop, reduce speed, or change direction. These devices must be so fitted that when the front device is operated the rear device is automatically operated to give its cautionary signal. Notwithstanding anything to the contrary in any other regulations, the device near the front may, if necessary, project outwards for a distance not exceeding 5 ft. from the longitudinal centre-line of the passenger-service vehicle measured at right angles to that centre-line.

If the device fitted near the front of the vehicle would, when indicating a full turn to the right, project more than 4 ft. from the longitudinal centre-line of the vehicle, it shall be fitted in such a position that it will be not less than 6 ft. 6 in. nor more than 7 ft. 6 in. above the roadway when the vehicle is fully laden. When an electrical rise and fall type of device is used it shall when fitted to an omnibus be affixed not less than 6 ft. from the ground measured to the bottom of the arm when in the "down" position, and when fitted to a service-car or service-coach be affixed so that it is as high up from the ground as may be conveniently possible. If a direction-indicator is also fitted to the rear of a passenger-service vehicle it must be fitted towards the off side not less than 3 ft. nor more than 4 ft. above the roadway when the vehicle is fully laden, and when in position to show a right-angle turn it shall not project beyond the outermost part of the entire body of the vehicle.

REGULATION 4.—LIQUID FUEL.

(1) The driver of a passenger-service vehicle shall not allow motor-spirits or other liquid fuel to be carried thereon otherwise than in the permanent fuel-supply tanks or in a specially fitted emergency fuel-supply tank.

(2) The said tanks shall be properly constructed of durable material, and shall be of ample strength for the purpose which they serve. They shall be so placed that any overflow shall not fall upon woodwork or be allowed to accumulate on the passenger-service vehicle. The filling inlet for the fuel shall be brought without a detachable joint to the outside of the body of the passenger-service vehicle, and shall not be placed below, or laterally within 1 ft., of any doorway in general use, or within 2 ft. of the exhaust-pipe outlet.

(3) The filling inlet shall be provided with a secure cap, and any person removing the cap shall fit it tightly in position immediately after the purpose for which it was removed has been fulfilled.

(4) With the approval of the Vehicle Inspector a fuel-measuring vent of approved design may be fitted in the tank, provided the vent is situated at a higher level than the filling

inlet and is fitted with a secure cap. Any aperture giving access to the said vent from inside the vehicle must be provided with an approved door or lid.

(5) On petrol engined passenger-service vehicles a shut off cock shall be provided in the main or auxiliary fuel pipe line, and the control handle shall be readily accessible and easily operated at all times: Provided that when the petrol is conveyed towards the engine by force other than gravity the Vehicle Inspector may exempt in writing any passenger-service vehicle from the requirements of this clause.

REGULATION 5.—BRAKES.

(1) Every passenger-service vehicle shall be fitted with brakes which are approved by the Commissioner either individually or as to their type. The brakes shall also conform to any general regulations made under the Motor-vehicles Act, 1924, but the stopping ability of the footbrake measured as provided in Regulation 4 of the Motor-vehicle Regulations, 1933,* shall be equivalent to 25 ft. for a four-wheel braking system or to 35 ft. for a two-wheel braking system.

(2) If a brake connection is such that—

(a) Its loss would render inoperative the brake mechanism on more than one wheel; or

(b) It forms part of any brake system which operates directly on two wheels only or through the transmission gear only,—

it shall be secured by an approved locking device or by an approved hardened bolt with castellated nut and split pin.

(3) For the purpose of testing the brakes the passenger-service vehicle shall, if the Vehicle Inspector so requires, be presented with a load up to an equivalent of the maximum load authorized to be carried in terms of the certificate of fitness or permit for the vehicle carried.

REGULATION 6.—ALTERATIONS IN PASSENGER-SERVICE VEHICLE OR ROUTE.

(1) If the owner of a passenger-service vehicle which is restricted by the certificate of fitness or permit to specific routes desires to carry passengers in that passenger-service vehicle over any route different in whole or in part from the said route, the written approval of the Vehicle Inspector shall first be obtained.

(2) Save for minor necessary maintenance requirements, no alteration shall be made in the design or construction of a passenger-service vehicle without the prior written approval of the Vehicle Inspector, nor shall any bulky equipment or fittings be added without such approval being obtained. Any such alteration or any substantial replacements shall comply so far as is considered reasonable by the Vehicle Inspector with any relative requirements of these regulations, whether contained in Part I or in Part II hereof.

* *Gazette*, 2nd March, 1933, Vol. I, page 351.

REGULATION 7.—FIRE-EXTINGUISHERS.

(1) Every passenger-service vehicle shall be provided with at least one fire-extinguisher, affixed so as to be readily accessible at all times from both inside and outside the vehicle. Such appliance shall be of a type approved by the Fire Underwriters' Association as suitable for motor-vehicle service and must at all times be effectively maintained.

(2) The driver of a passenger-service vehicle shall not allow any fire-extinguisher to inconvenience passengers, either by reason of its condition or position.

REGULATION 8.—SIGNALS FROM AND HAND-SUPPORTS FOR PASSENGERS.

(1) Every omnibus used in a licensed service and any other passenger-service vehicle if so required by the Vehicle Inspector shall be provided with suitable equipment to enable any passenger thereon to signal to the driver. The equipment shall be conveniently placed to serve each group of not more than five seated passengers.

(2) Sufficient hand-rails, hand-straps, or hand-grips shall be provided for the convenience and safety of passengers when standing in or moving along passageways.

REGULATION 9.—FUME, ETC., PROTECTION.

The passenger-service vehicle must be so constructed and maintained that fumes or heat from the exhaust-pipe or other sources shall not injuriously affect any part of the passenger-service vehicle or interfere with the comfort of the passengers or driver.

REGULATION 10.—DESTINATION SIGNS AND MARKER LIGHTS.

Unless the Vehicle Inspector approves otherwise—

(1) On the front of every passenger-service vehicle there shall be placed not lower than 3 ft. above the ground words indicating the destination for every single journey. In the case of every omnibus on a service having more than one route there shall also be placed at a reasonable height on at least the near side thereof words indicating the general route of the vehicle. In both cases the words must be clearly visible in daylight to persons of normal sight at a distance of 44 yards. At all times while the omnibus is by law required to be lighted the front indicator containing the information aforesaid shall be clearly illuminated. It shall be the duty of the driver of the vehicle to see that the destination and route signs (or any words indicating route exhibited on the vehicle) are correct for each single journey and that the front indicator of his omnibus is illuminated when required as aforesaid.

(2) Every service-car or service-coach intended for or used in a licensed service after sunset shall be fitted on each side of the longitudinal centre-line of the vehicle with a "marker

light" coloured blue and having a lens not less than 3 square inches effective area, directed horizontally forward and fitted as high up as is conveniently possible near the front of the body and as far apart transversely as is structurally convenient, but in no case closer than 40 in. from centre to centre.

REGULATION 11.—TIRES.

(1) Each tire of a passenger-service vehicle shall be pneumatic and of good quality and construction throughout, and shall be maintained in a safe and satisfactory condition.

(2) Every passenger-service vehicle shall be equipped with tires of sufficient load capacity to meet reasonable requirements of service. In determining the sizes of the tires required the load tables and data as published from time to time by the Society of Motor Manufacturers and Traders, Ltd. (England), and by the Tire and Rim Association, Inc. (U.S.A.), may be utilized by the Commissioner with any variation thereof that he may deem reasonable. The appropriate inflation pressure shall be that recommended by the standard tables as aforesaid, and so far as practicable the tire shall be kept inflated at that pressure. If the tire is of such make, type, or construction that recommendations concerning it are not published in either of the said tables, then the load limits and inflation pressures of the tire as aforesaid shall be such as are fixed by the Commissioner.

REGULATION 12.—ELECTRIC WIRES.

Wires conducting electric current shall be properly insulated and be protected from injury, and shall be so placed as to minimize the risk of danger from short-circuits or other causes.

REGULATION 13.—OIL PROTECTION.

The exhaust-pipe shall not be placed where oil or any inflammable material is likely to be dropped upon it.

REGULATION 14.—ACCUMULATION OF BENZINE.

When a guard, tray, or undershield is fixed beneath the engine, carburettor, or fuel-tank it shall be so constructed that any overflow of liquid fuel is not retained thereon.

REGULATION 15.—STEERING.

(1) Steering-gear and all connections thereof shall be of ample strength, and their design and leverage shall be such as to give convenient and sensitive control.

(2) Unless approved otherwise by the Vehicle Inspector, when ball-and-socket joints of steering-connections are used the respective parts of the ball-and-socket joint shall be prevented from separating through wear or neglect of maintenance by the provision of a special keeper, or by fitting some other suitable and positive retaining-device approved for the purpose.

REGULATION 16.—PROTECTION FROM VIBRATION.

Unless approved otherwise by the Vehicle Inspector, all parts connected by bolts or by studs and nuts which in the opinion of the Vehicle Inspector are subject to severe vibration shall be fastened by lock-nuts, castellated nuts with pins, or by nuts with approved spring washers or lock-nut washers.

REGULATION 17.—PROTECTION FROM BREAKAGES.

Whenever the Vehicle Inspector so requires there shall be provided to his satisfaction on a passenger-service vehicle effective and sufficient means of control to restrict the field of swing of the driving-shaft in the event of breakage of either the driving-shaft or the gear-box.

REGULATION 18.—PARCELS, ETC.

(1) In every omnibus approved for the carriage of standing passengers reasonable and convenient provision shall be made for the carriage of passengers' parcels, coats, and other articles.

(2) When it is desired by the owner that baggage or goods shall be carried on the passenger-service vehicle sufficient and protected stowage shall be provided to prevent possible injury or discomfort to the passengers, or damage to the goods.

REGULATION 19.—SPARE WHEEL, TOOLS, ETC.

The owner of every passenger-service vehicle shall cause to be carried thereon at all times when in service a properly equipped spare wheel, or a spare rim and tire, ready for service in respect of each size of tire being used, and also sufficient and suitable tools and renewable parts to meet all reasonable road needs:

Provided that the Vehicle Inspector may exempt in writing any passenger-service vehicle from the requirements of this regulation either in whole or in part for any stated period.

REGULATION 20.—TRAILERS.

A trailer shall not be used in conjunction with a passenger-service vehicle unless the certificate of fitness or the permit, as the case may be, so provides.

REGULATION 21.—JACKS AND EMERGENCY EQUIPMENT.

One approved lifting-jack of an ordinary rated capacity of at least two-thirds of the unladen weight of the vehicle shall at all times while a passenger-service vehicle is in service be carried in a position which is easy of access without the use of a key. In addition, any other emergency appliances or equipment that may, in the opinion of the Vehicle Inspector, be necessary shall also be carried on the vehicle.

REGULATION 22.—LOADING.

(1) The fact that in the opinion of the Vehicle Inspector the chassis of any passenger-service vehicle is carrying, or in service is likely to carry, a greater load, or to be subjected in

the frame or other vital part to a greater unit stress than that approved by the chassis-maker, may be a ground for his reducing the seating or goods capacity.

(2) Unless the Commissioner gives written permission to the contrary, the maximum number of passengers permitted to be carried by any omnibus shall be not greater than four-thirds of the number of passengers for which seating-accommodation is provided. On any other type of passenger-service vehicle no more passengers shall be carried than the number of passengers for which seating-accommodation is provided. This clause does not limit in any way the power of a Vehicle Inspector to restrict the permissible load of any passenger-service vehicle.

(3) It shall not be lawful for any person to operate a passenger-service vehicle or for the owner of any passenger-service vehicle to permit the same to be operated unless (a) its current certificate of fitness or current permit is displayed in a conspicuous part of the interior of the vehicle to the satisfaction of the Vehicle Inspector; (b) the certificate of fitness or permit is displayed in an approved frame or other holder; and (c) the seated passengers and standing passengers (if any) or other load on the passenger-service vehicle do not exceed the limitations of passengers and load fixed in the certificate or permit. For the purpose of computation of the number of passengers under this regulation, (a) a child means any person under sixteen years of age, (b) each child shall have not less than 1 ft. of seat-width (provided that in the case of an omnibus an undivided seat measuring not less than 2 ft. 8 in. width may accommodate three children), and (c) when standing passengers are permitted on an omnibus two children standing may be considered the equivalent of one adult standing.

REGULATION 23.—GENERAL REQUIREMENTS.

(1) No passenger-service vehicle shall be considered to be in a suitable condition for the carriage of passengers unless all the requirements of the Motor-vehicles Act, 1924, and its amendments, and any regulations for the time being in force thereunder have been fulfilled in so far as they affect the construction and condition of the passenger-service vehicle.

(2) The passenger-service vehicle shall be kept in a reasonably clean condition in all parts.

REGULATION 24.—INSPECTION.

For whatever purpose the passenger-service vehicle is presented for inspection it shall on each such occasion be presented in a thoroughly clean condition in all parts.

The owner shall give without charge every facility for expediting the inspection of the vehicle or its separate parts or for any testing or weighing thereof, and, if requested so to do, shall supply all tools or workshop equipment that it is possible

for him to provide for the prompt inspection of the vehicle. The owner shall also provide without charge any skilled or unskilled labour that may reasonably be required during the inspection.

PART II.

(Special regulations applicable only to passenger-service vehicles (other than passenger-trucks) first used in a passenger service on or after the 1st day of June, 1932, or as otherwise provided in Regulation 1.)

REGULATION 25.—DOORWAYS.

Every doorway to a passenger-service vehicle for entrance or egress shall accord with such of the following requirements as may be appropriate according to the type of vehicle and doorway.

The doorway shall provide overall adjacent to the frame—

- (a) In the case of an omnibus, at least 1 ft. 10 in. clear width for a height of at least 4 ft. 9 in. from the floor if an emergency doorway, and at least the same width for a height of at least 6 ft. from the floor or step, as the case may be, if not an emergency doorway.
- (b) In the case of a service-coach, at least 1 ft. 6 in. clear width for a height of at least 4 ft. from the floor if an emergency door, and at least 1 ft. 10 in. clear width for a height of at least 5 ft. from the floor or step, as the case may be, if not an emergency doorway:
- (c) In the case of service-cars, at least 1 ft. 8 in. clear width for a height of at least 4 ft. from the floor or step, as the case may be, for all doorways:

Provided that when on an omnibus or service-coach the lower portion of an emergency door conforms to the sweep of a wheel arch, at least 12 in. clear width shall be provided at the floor level, or when the upper portion of an emergency door conforms to the sweep of the rear of the body the regulation height shall be provided at the centre of door opening and the foregoing requirements of paragraphs (a) and (b) may be modified to this extent.

REGULATION 26.—SEATS AND PASSENGER ACCOMMODATION.

(1) In every seat there shall be provided for each seated passenger at least 1 ft. 4 in. in width, measured in a straight line along the front edge of the seat in the case of an omnibus, and at least 1 ft. 6 in. in width so measured in the case of a service-car or service-coach, and there shall similarly be provided widths of the same respective dimensions for the body and shoulders of each passenger. There shall also be provided for each seated passenger from the front edge of the seat horizontally to the back of the seat depth not less than 1 ft. 2 in. in the case of an omnibus, and 1 ft. 4 in. in the case of a service-car or service-coach. The distance from the floor-covering to the

top of the seat shall, in the case of an omnibus, be not less than 1 ft. 5 in. and in other cases shall be sufficient to provide reasonable comfort to the satisfaction of the Vehicle Inspector. For the purposes of this clause any cushion or other covering shall be deemed part of the seat, and for computing the width, depth, and height of a seat the cushion or other coverings shall be uncompressed.

(2) No seat shall be so situated that when occupied it will be likely to cause unreasonable obstruction in the entrance and exit for passengers.

(3) Every seat in a passenger-service vehicle shall be of approved material, and in the case of every service-car or service-coach shall be fitted with a comfortable cushion.

(4) Every seat of a passenger-service vehicle shall be provided with a back, and so far as is reasonable both the back and the bottom of the seat shall be tilted or shaped; also the seats shall be so constructed and placed that there shall be ample leg-room and reasonable comfort in the seat for an adult passenger of average proportions.

When seats face each other, or in any other way are so arranged that the respective passengers would be likely to interfere with each other's comfort, the seats shall be so constructed and placed that each passenger shall have as leg-room from 6 in. above the highest portion of the front edge of the seat to the floor at least 9 in. clear space forward for the full length of the front-edge of the seat. The distance in every seat between the support for the passenger's back and the rear of the nearest seat that is facing the same way, or any other obstruction directly in front of a passenger when measured parallel with and 6 in. above the seat proper, or alternatively, when measured horizontally with and 2 ft. from the floor directly below, shall, in the case of an omnibus, be not less than 2 ft. 3 in. and in the case of a service-car or service-coach be not less than 2 ft. 6 in. when the support cushion is normally compressed.

(5) If the seat used by the driver of a service-car or a service-coach is intended also to accommodate passengers on his left it shall have a length, when measured 6 in. above the level of the seat and 6 in. forward of the back squab, of not less than 3 ft. for one passenger or not less than 4 ft. 6 in. for two passengers.

REGULATION 27.—PASSAGEWAYS.

From each doorway of an omnibus or service-coach (other than an emergency door or special doorway for the driver) to each row of seats adjoining one another, or to within 5 ft. of any individual seat, there shall be a passageway or aisle not less than 1 ft. 3 in. in width in the case of an omnibus and 1 ft. in width in the case of a service-coach, exclusive in both cases of the space reserved as leg-room for seated passengers under clause (4) of Regulation 26 hereof and free throughout from structural projections or obstructions.

REGULATION 28.—DIMENSIONS.

(1) In every omnibus for a distance of at least 8 in. on each side of the longitudinal centre-line of the aisle or passageway the height throughout, measured from the top of the floor-covering to the roof (or extension thereof) clear of obstruction and exclusive of projections of any kind, including lighting fittings or ventilators, shall be not less than 6 ft. In every service-coach for a distance of at least 5 in. on each side of the longitudinal centre-line of the aisle or passageway the height throughout, measured from the top of the floor-covering to the roof (or extension thereof) clear of obstruction and exclusive of projections of any kind as aforesaid, shall not be less than 5 ft.

In the case of every passenger-service vehicle the height, measured throughout from the central portion of the top of the seat (and, if fitted with a cushion, measured while the cushion is normally depressed) to the roof (or extension thereof) clear of obstruction and exclusive of projections of any kind as aforesaid, shall not be less than 3 ft. 2 in.

(2) The length of a passenger-service vehicle, including fittings, attachments, and load, shall not exceed 30 ft.

(3) The body of any passenger-service vehicle shall not overhang its rear wheel-track by more than 1 ft. 3 in. on either side.

For the purposes of this clause "wheel-track" means the distance between the centres of the tracks of a pair of wheels or a pair of double wheels.

(4) The length by which the body overhangs the axis of the rear wheels of a passenger-service vehicle shall not exceed two-fifths of the wheel-base: Provided that the Vehicle Inspector may at his discretion allow an extra length up to 8 in. when he considers such allowance necessary or desirable. In this clause "body" does not include a compartment or fitting specially provided for the carriage of baggage or other goods, or a platform or staircase external to the seating accommodation, provided these are not used to accommodate passengers.

(5) The length by which any part of a passenger-service vehicle, including its fittings, equipment, or its load, extends farther forward than the forward limits of the wheel-base shall in no circumstances exceed 7 ft. nor shall it extend more than 3 ft. in front of the radiator, or 1 ft. 6 in. in front of the forward end of the chassis-frame member (or the equivalent of such frame member), whichever of the latter two alternatives is the greater distance.

(6) The length by which any part of a passenger-service vehicle, including its fittings, equipment, or its load, extends farther rearward than the axis of the rear wheels shall be not greater than 9 ft. 6 in. nor greater than 3 ft. 6 in. behind the body, whichever is the lesser distance:

Provided that the Vehicle Inspector may allow the said 3 ft. 6 in. to be increased by an amount equal to that by which

the body overhang falls short of the limit of two-fifths of the wheel-base, but in no such case shall the total overhang then exceed 7 ft.

(7) For the purpose of this regulation "wheel-base" in the case of—

- (a) A passenger-service vehicle with only two axles means the shortest distance measured between the rear and the front wheel axis when the steering mechanism is in mid or straight line ahead position;
- (b) A rigid framed passenger-service vehicle with more than two axles means the shortest distance measured from a point midway between any closely placed axles at one end of the vehicle to a point midway between any closely placed axles, or to the wheel axis of a solitary axle, at the other end, when the steering mechanism is in mid or straight line ahead position.

REGULATION 29.—BODY.

(1) Every passenger-service vehicle shall be fitted with a permanent body, the frame of which shall be made of wood, steel, or other approved material. The body shall be of good and robust design, shall be made of first-class materials, with first-class workmanship and finish, shall be designed and constructed to the satisfaction of the Vehicle Inspector, and shall be permanently attached to the chassis.

(2) Highly inflammable materials shall not be used in the construction of the body or fittings: Provided that this requirement shall not apply to direction indicators, sun vizors, or certificate or permit holders.

(3) Fittings shall not have sharp corners or edges, or extend in such way as to render them likely to be a cause of injury to passengers or to their clothing.

(4) Effective means shall be taken to prevent any unnecessary rattle of windows or doors or other noises caused by movements of the body-frame or other part when the vehicle is in use.

(5) Every passenger-service vehicle shall be fitted with windows along each side and at the rear of the body: Provided that a service-car or service-coach may have movable side panels or curtains which shall, when in the closed position, be transparent to such a degree that there is good visibility for the passengers. In the case of an omnibus, any windows which open and alongside which a passenger may be seated shall be guarded to a distance of at least 2 ft. above the level of the top of the seat by slats on the inside, or by other approved means, so that a spherical body 5 in. in diameter cannot within the said distance be passed through the opening.

(6) Every passenger-service vehicle body shall be effectively and automatically ventilated, either by means of special design and construction of the walls and ceilings, or by the provision of approved ventilators therein or by a combination of such methods.

REGULATION 30.—LIGHTING.

(1) While carrying passengers at any time when by law the passenger-service vehicle is required to be lighted the interior shall, subject to the provisions hereinafter set out, be illuminated by electric light on the basis of a minimum of two and a half candle power for every passenger for whom seating-accommodation is provided in the case of vehicles chiefly used on an urban or suburban service, and in other cases on the basis of a minimum of one and a quarter candle power for every passenger for whom seating-accommodation is provided. In any case when there is a doubt as to which of the two intensities of lighting as above described should be adopted the decision of the Commissioner shall be final for the purposes of this regulation.

(2) The lights shall be so shielded or fitted that they will not interfere with the driver's vision. Independent circuits shall be provided so that, during lighting hours and while the passenger-service vehicle is on service, at least one of the interior lights may remain alight.

(3) When owing to paucity of passengers or the requirements of safety or other proper circumstances it would temporarily not be reasonable wholly to meet the requirements of clause (1) hereof, all or any of the internal lights save that referred to in clause (2) hereof may be switched off by the driver.

(4) The lights shall be so distributed that the doorways and steps shall be illuminated while in use, and so that light is distributed throughout the interior of the passenger-service vehicle.

(5) No single light shall be less than six candle power.

(6) Lamp-fittings, globes, and wiring shall be of a substantial nature so that passengers will be protected from their failure or breakage.

(7) Every passenger-service vehicle shall be fitted with a cautionary signal light (preferably amber in colour) which is automatically lit upon application of the service brake and is extinguished when such brake is again released. Such cautionary light shall be located near to the tail-light fitting or may form part thereof, and shall show to the rearward.

(8) Unless the Vehicle Inspector in special circumstances approves otherwise, every service-car or service-coach shall, if intended to be used in a licensed passenger-service longer than half an hour after sunset, have provision for its front destination sign to be clearly illuminated.

REGULATION 31.—STEPS.

(1) Steps shall be placed at all outside doorways (except emergency doors and luggage doors) which do not reach within 1 ft. 4 in. of the surface of a level roadway. Steps must be safe and convenient, and sufficient means shall be provided by grip-handles to assist passengers using such steps.

(2) Unless the Vehicle Inspector approves otherwise, the

distance of the lowest step above the surface of a level roadway must not be more than 1 ft. 4 in. with the passenger-service vehicle unloaded, or less than 10 in. with the passenger-service vehicle loaded. The rise between one step and the next shall not be greater than 1 ft. The treading-surface of any step shall be not less than 8 in. from front to back. Every step shall be provided and maintained with approved covering or tread-plate to prevent slipping, and shall be of the one continuous level for its full width at each doorway.

REGULATION 32.—MISCELLANEOUS FITTINGS.

(1) A resilient buffer fitted in a manner approved by the Vehicle Inspector shall be provided along the front of every passenger-service vehicle to reduce likelihood of injury to the vehicle or the passengers in the event of a collision.

(2) An omnibus shall be so constructed, or side guards or other approved appliances shall be so fitted, that, save for any necessary steering-clearance or essential clearance due to the nature of the road surface, persons are protected from falling under the vehicle from the sides.

REGULATION 33.—GENERAL CHASSIS REQUIREMENTS.

(1) The springs shall be of ample strength and flexibility and shall provide reasonable comfort to the passengers under average travelling conditions.

(2) The sum of the weight of the passenger-service vehicle body with its fittings and equipment and spare wheel or wheels, tools and other gear, fuel, oil, and water, the driver, passengers, and any other load that the chassis is, in the opinion of the Vehicle Inspector, likely to carry in service shall not exceed the maximum gross load that the chassis is designed or approved by its maker to carry safely in regular daily service.

(3) In this and the next succeeding regulation "chassis" means the actual chassis that is proposed to be used as supplied by the manufacturer, but does not include any of the following:—

- (a) The spare rim and tire or the spare wheel, as the case may be; or
- (b) The tools, jacks, and such like gear; or
- (c) The special equipment such as external rack for baggage or the extra equipment such as collision-buffers; or
- (d) The fuel, oil, and water.

REGULATION 34.—INFORMATION FOR VEHICLE INSPECTOR.

If he so requires the Vehicle Inspector shall be supplied, before inspection of the passenger-service vehicle, with the following information:—

- (i) A copy of the chassis maker's specifications, plans (to scale), and data covering the design, the strength or capacity, the dimensions, and the weight of the chassis, and including the manufacturer's certified ordinary

allowance for body-weight, his ordinary rating of the passenger-service vehicle in passenger-seating capacity, and the unit-weight allowance per passenger, the ordinary rating of the safe load on the chassis in pounds avoirdupois for regular daily passenger-service, the maximum safe gross-load limit in pounds on the chassis when in daily service, and the weight of the several items set out in paragraphs (a), (b), (c), and (d) of clause (3) of Regulation 33 hereof.

- (ii) Complete information concerning the braking system, steering-mechanism, gear ratios, and relative road speeds, engine revolutions at normal speed, battery capacity, nature of type of head lamps, tire sizes, and the mechanical signalling device or devices (if any).
- (iii) Plans (dimensional and drawn to scale) and specifications covering the design, the nature and quality of materials in the body, its fittings and equipment, together with the actual weight of the complete body with its fittings and equipment: Provided that if the body weight cannot be declared at the time an estimate of its weight shall be given.
- (iv) Any other information which the Vehicle Inspector may deem necessary.

PART III.

(Regulations applicable only to passenger-trucks.)

REGULATION 35.—DRIVER'S PROTECTION.

Clause (6) of Regulation 2 and clause (5) of Regulation 3 hereof shall apply to passenger-trucks.

REGULATION 36.—LIQUID FUEL.

Clauses (1) and (3) of Regulation 4 hereof shall apply to passenger-trucks.

REGULATION 37.—BRAKES.

Clauses (1), (2), and (3) of Regulation 5 hereof shall apply to passenger-trucks: Provided that in the case of a vehicle to be used only under a temporary license or for only a short period the Vehicle Inspector may, at his discretion, dispense with any of the requirements of the said clause (1) if he is satisfied that the brakes are sufficiently safe and efficient in the circumstances.

REGULATION 38.—TIRES.

Clauses (1) and (2) of Regulation 11 hereof shall apply to passenger-trucks.

REGULATION 39.—STEERING.

Clauses (1) and (2) of Regulation 15 hereof shall apply to passenger-trucks.

REGULATION 40.—LOADING.

The permissible load on a passenger-truck shall be at the discretion of the Vehicle Inspector, but in no case shall the manufacturer's certified gross laden weight be exceeded.

REGULATION 41.—GENERAL BODY REQUIREMENTS.

(1) Clause (2) of Regulation 28 hereof shall apply to passenger-trucks.

(2) Every passenger-truck shall be fitted with a body and cab securely and firmly fixed to the chassis. The floor of the body shall be of wood or other suitable approved material, and shall be unbroken and closely jointed throughout.

(3) The cab of every passenger-truck shall be fitted with a transparent front windshield, and shall be designed to give approved protection to the driver and the passengers (if any) from the weather.

(4) The body of every passenger-truck (exclusive of the driver's cab) shall be constructed throughout—

(a) As a self-contained walled and roofed structure either permanently affixed or readily detachable from the truck proper, as may be required by the owner; or

(b) As a rigid framework with or without a sheet covering for weather protection enclosing the space to be occupied by the passengers; or

(c) So that surrounding the space to be occupied by the passengers there are rigid guards, battens, or railing. These shall be securely held to the floor, cab, or other fixed part of the vehicle, placed within 9 in. of the floor, and raised to a height of not less than 11½ in. above the floor as a protection for the passengers who may be seated on the floor. When seats or forms are provided the height to the top of the guard, battens, or railings shall be not less than 11½ in. above the level of the seat-board. If passengers are to be carried on the floor between or among the seats, intermediate railings or battens shall be provided so that the opening between adjacent railings or battens shall be not more than 9 in. from edge to edge; or

(d) As any combination of the above types (a), (b), or (c) approved of by Vehicle Inspector.

(5) In every passenger-truck ready means for entry to and exit from the vehicle shall at all times be available to the passengers. Also if so required by the Vehicle Inspector the place or places of entry and exit shall be fitted with steps or other suitable means to give a convenient approach.

(6) If the passenger space is completely surrounded by material not readily capable of being folded or opened for ventilation purposes, then provision for effective ventilation must be made in or near the roof.

REGULATION 42.—SEATING-ACCOMMODATION.

(1) All passengers in a passenger-truck shall be carried in a seated position for which the necessary space or facilities must be available as hereinafter provided.

(2) Each passenger over sixteen years of age shall have at least $3\frac{1}{2}$ square feet of floor space if a seat is not provided, or at least 3 square feet of floor space if a constructed seat is provided. Each passenger of sixteen years of age or under, however seated, shall have not less than 2 square feet of floor space.

(3) In every passenger-truck the seat in the front cab or driver's compartment shall provide for its full width not less than 1 ft. 4 in. in length for the driver and for each seated passenger.

(4) Passenger-seating accommodation shall be provided only on one side of the driver of a passenger-truck.

All seats shall be of ample proportions and strength and shall be securely and rigidly fastened to the floor or the body of the vehicle.

REGULATION 43.—MAXIMUM PASSENGER ACCOMMODATION.

The maximum passenger accommodation of a passenger-truck shall be determined by the Vehicle Inspector by computation of the seating and floor space available as provided in the past preceding regulation, and also by application of Regulation 40 hereof, so far as it applies.

REGULATION 44.—MISCELLANEOUS.

(1) The following regulations shall apply to passenger-trucks: Regulation 12 (electric wires), 16 (protection from vibration), 17 (protection from breakages), 19 (spare wheel, tools, &c.), 21 (jacks and emergency equipment), 23 (Motor-vehicles Act requirements), and 24 (inspection) hereof.

(2) To assist the Vehicle Inspector in identifying the vehicle, and in the inspection thereof, the owner thereof shall supply any information available or obtainable concerning the vehicle or its history which may be required by the Vehicle Inspector.

PART IV.

(Regulations applicable only to school buses.)

REGULATION 45.—BODY AND DOORWAYS.

(1) Regulation 2 and Regulation 29 shall apply to school buses, but it is further provided that as an alternative to clause (5) of Regulation 29 the whole or any part of the side covering of a school bus may be made of canvas or other suitable material so constructed that it may be rolled back and securely fastened. Every school bus so fitted with side coverings must be fitted with strong battens to prevent children from leaning out beyond the line of the body framing.

(2) When standing children are intended to be carried there shall be provided clear headroom of at least 5 ft. 6 in. measured from the top of the floor covering to the roof, and each child shall be provided with at least 100 square inches of open floor space clear of any leg-room required for the seated children.

(3) When no standing children are intended to be carried there shall be provided clear headroom of at least 4 ft. 6 in. measured from the top of the floor covering to the roof along any aisle within the vehicle.

(4) Safe and convenient steps shall be placed at all outside doorways (except emergency doors), and sufficient means shall be provided by grip-handles to assist children using such steps.

(5) Doors shall be fitted to all entrances and exits, and the entrance doors shall be capable of being easily opened from both inside and outside the vehicle. All doorways shall have a clear width of at least 20 in.

(6) In the front of every school bus there shall be fitted a conspicuous sign with the words "School Bus" displayed thereon.

(7) It shall be an offence under these regulations for standing children to be carried in a school bus if the provisions of clause (2) hereof are not complied with.

REGULATION 46.—SEATS.

Every seat in a school bus shall be so constructed as to provide reasonable comfort and leg-room for its occupant. There shall be provided for each seated child 12 in. width of seat measured in a straight line along the front edge of the seat and a depth of 12 in. measured horizontally from the front edge to the back of the seat.

REGULATION 47.—MISCELLANEOUS.

The requirements of the following additional regulations hereof shall apply to school buses: Regulation 3, clauses (1), (4), (5), (6), and (7) (Driver's Protection); Regulation 4, clauses (1) and (3) (Liquid Fuel); Regulation 5 (Brakes); Regulation 7 (Fire-extinguisher); Regulation 9 (Fumes); Regulation 11 (Tires); Regulation 12 (Electric Wires); Regulation 13 (Oil Protection); Regulation 14 (Accumulation of Benzine, &c.); Regulation 15 (Steering); Regulation 16 (Protection from Vibration); Regulation 17 (Protection from Breakages); Regulation 19 (Spare Wheel, Tools, &c.); Regulation 21 (Jacks and Emergency Equipment); Regulation 22, clause (1) (Loading); Regulation 23 (General Requirements); Regulation 24 (Inspection); Regulation 28, clauses (2), (3), (4), (5), (6), and (7) (Dimensions); Regulation 32, clause (2) (Fittings); Regulation 33 (General Chassis Requirements).

PART V.

SCHOOL VEHICLE REGULATIONS.

(Regulations applicable only to School Vehicles.)

REGULATION 48.—GENERAL BODY REQUIREMENTS.

(1) When a passenger-truck is used as a school vehicle the provisions of Regulation 41 shall apply to such vehicle and the seating and standing capacity shall be in accordance with the provisions of clause (2) of Regulation 45 and Regulation 46.

(2) When a motor-vehicle not being a passenger-truck or a school bus (hereinafter referred to as "stock-vehicle") is used as a school vehicle all steps, door hinges, handles, and locks shall be kept in good condition, all doors shall be capable of being easily opened from the inside and the outside of the vehicle, and all doorways shall be kept free from any obstruction.

Unless approved otherwise by the Vehicle Inspector, no standing children shall be carried in a stock-vehicle, and the seating capacity shall be based on a maximum of five children in a "seat" suitable for three adults, and three children in a seat suitable for two adults.

With the approval of the Vehicle Inspector, seats additional to standard seating-accommodation may be fitted in a stock-vehicle, and the seating capacity of such additional seats shall be determined in accordance with Regulation 46.

REGULATION 49.—MISCELLANEOUS.

The following regulations shall apply to all school vehicles: Regulation 3, clauses (1), (4), (5), (6), and (7) (Driver's Protection); Regulation 4, clauses (1) and (3) (Liquid Fuel); Regulation 5 (Brakes); Regulation 7 (Fire-extinguishers); Regulation 11, clause (1) (Tires); Regulation 13 (Oil Protection); Regulation 14 (Accumulation of Benzine, &c.); Regulation 15 (Steering); Regulation 23 (General Requirements); Regulation 24 (Inspection).

REGULATION 50.—STOCK-VEHICLE REQUIREMENTS.

Every stock-vehicle, in addition to complying with the provisions of Regulations 48 and 49, shall comply with such other of the conditions and requirements of Parts I, II, III, and IV hereof as the Vehicle Inspector may direct as a safety measure.

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These regulations are administered by the Transport Department.

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