

“(4) An omnibus may carry a number of standing passengers not exceeding one-third of the number of passengers for which the vehicle; or in the case of a double-decked vehicle the lower deck, has seating capacity, or eight, whichever number is the less, if the standing passengers are taken up during hours of peak traffic or in circumstances in which undue hardship would be caused to such passengers if they were not carried in the vehicle :

Provided that no standing passengers shall be carried—

- (a) on the upper deck of a double-decked omnibus ;
- (b) if there is any vacant seat in the vehicle.”

2. These Regulations shall come into operation on the 1st day of July, 1948, and may be cited as the Public Service Vehicles (Amendment) Regulations, 1948.

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this 15th day of June, one thousand nine hundred and forty-eight.

(L.S.)

Arthur Acheson Farrell,

Assistant Secretary.

REGULATIONS, DATED 2ND DAY OF JUNE, 1948, MADE BY THE MINISTRY OF COMMERCE UNDER THE MOTOR VEHICLES AND ROAD TRAFFIC ACTS (NORTHERN IRELAND), 1926 TO 1945.

1948. No. 140

The Ministry of Commerce in exercise of the powers vested in it by the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1945, and of all other powers thereunto enabling it, hereby makes the following regulations, that is to say :—

1. These Regulations may be cited as the Public Service Vehicles and Goods Vehicles (Drivers' Hours of Duty) (Amendment) Regulations, 1948, and shall be read and construed as one with The Public Service Vehicles and Goods Vehicles (Drivers' Hours of Duty) Regulations, 1935 (a) (hereinafter referred to as “the principal regulations”).

2. The Public Service Vehicles and Goods Vehicles (Drivers' Hours of Duty) (Amendment) Regulations, 1937 (b), are hereby revoked.

3. The following proviso shall be added to Article 6 of the principal regulations :—

“Provided, however, that the provisions contained in this Article shall not be construed as applying to :—

(a) S. R. & O. (N.I.), 1935, No. 22.

(b) S. R. & O. (N.I.), 1937, No. 134.

- (i) the driver of a vehicle used for any of the purposes referred to in paragraphs (a), (d) and (e) of sub-section 3 of Section 24 of the Act ; or
- (ii) the driver of a vehicle (including a trailer drawn thereby) where the excise duty in respect of the vehicle under Section 13 of the Finance Act, 1920, is chargeable at one of the rates applicable to vehicles specified in sub-paragraph (1) or sub-paragraph (4) of paragraph 3 of the Second Schedule to the Finance Act, 1920 (as enacted in the Fifth Schedule to the Finance (No. 2) Act (Northern Ireland), 1946) for any of the agricultural or other ancillary purposes for which exclusively the vehicle must be used if the duty is to remain chargeable at that rate."

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this 2nd day of June, One thousand nine hundred and forty-eight, in the presence of

(L.S.)

Arthur Acheson Farrell,
Assistant Secretary.

Motor Vehicle Licences : Harvesting Operations Concession

ORDER DATED 29TH MAY, 1948, MADE BY THE MINISTRY OF FINANCE UNDER SECTION 1 OF THE FINANCE (NO. 2) ACT (NORTHERN IRELAND), 1943.

1948. No. 135

NOTE :—This Order provided for certain harvesting concessions and continued in force from 12th July, 1948 until 27th November, 1948. Being of temporary effect only it is not printed at length in this volume.

Road Vehicles

REGULATIONS, DATED 14TH JUNE, 1948, MADE BY THE MINISTRY OF COMMERCE UNDER SECTION 13 OF THE FINANCE ACT, 1920, AND SECTION 12 OF THE ROADS ACT, 1920.

1948. No. 154

The Ministry of Commerce for Northern Ireland in exercise of the powers conferred upon it under or by virtue of Section 13 of the Finance Act, 1920 (a), Section 12 of the Roads Act, 1920 (b), the Government of Ireland Act, 1920 (c), and the Orders made thereunder, the Ministries Act (Northern Ireland), 1944 (d), and the Ministries

(a) 10-11 G.5 C.18. (b) 10-11 G.5 C.72. (c) 10-11 G.5 C.67. (d) 8 G.6 C.14.