

REGULATIONS DATED 27TH SEPTEMBER, 1956, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION FOUR OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND), 1955.

1956. No. 149.

[C]

The Ministry of Home Affairs, in exercise of the powers vested in it by Section four of the Road Traffic Act (Northern Ireland), 1955, (a) and of all other powers enabling it in that behalf, hereby makes the following Regulations:—

PART I

PRELIMINARY

*Commencement and Citation*

1. These Regulations shall come into operation on the first day of October, 1956, and may be cited as "The Motor Vehicles (Use and Construction) (Track Laying Vehicles) Regulations (Northern Ireland), 1956".

*Interpretation*

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

"agricultural trailer" means a trailer the property of a person engaged in agriculture which is not used on a road for the conveyance of any goods or burden other than agricultural produce or articles required for the purposes of agriculture;

"articulated vehicle" means a heavy motor car or a motor car with a trailer so attached to the drawing vehicle that part of the trailer is superimposed upon the drawing vehicle, and when the trailer is uniformly loaded not less than 20 per cent. of the weight of its load is borne by the drawing vehicle;

"indivisible load" means a load which cannot without undue expense or risk of damage be divided into two or more loads for the purpose of conveyance on a road;

"land implement" means any implement or machinery used with a land locomotive or a land tractor in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations and includes a living van and any trailer which for the time being carries only the necessary gear or equipment of the land locomotive or land tractor which draws it;

"land locomotive" means a locomotive designed and used primarily for work on the land in connection with agriculture, forestry, land levelling, dredging or similar operations, which is driven on a road only when proceeding to and from the site of such work and which when so driven hauls nothing other than land implements;

"land tractor" means a motor tractor designed and used primarily for work on the land in connection with agriculture, grass cutting, forestry, land levelling, dredging and similar operations, which is driven on a road only when proceeding to and from the site of such work

- and which when so driven hauls nothing other than land implements or agricultural trailers;
- “locomotive” means a heavy locomotive or a light locomotive;
- “overall length” means the length of a vehicle measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of:—
- (a) any starting handle,
  - (b) any hood when down,
  - (c) any ladder forming part of a turntable fire-escape fixed to a vehicle,
  - (d) any telescopic fog lamp when extended, and
  - (e) any snow-plough fixed in front of a vehicle;
- “overall width” means the width of a vehicle measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of:—
- (a) any driving mirror,
  - (b) any direction indicator,
  - (c) any snow-plough fixed in front of the vehicle, and
  - (d) so much of the distortion of any tyre as is caused by the weight of the vehicle;
- “pneumatic tyre” means a tyre which complies in all respects with the following requirements:—
- (i) it shall be provided with a continuous closed chamber containing air at a pressure substantially exceeding atmospheric pressure when the tyre is in the condition in which it is normally used, but is not subjected to any load;
  - (ii) it shall be capable of being inflated and deflated without removal from the wheel or vehicle;
  - (iii) it shall be such that, when it is deflated and is subjected to a normal load, the sides of the tyre collapse;
- “registered” means—
- (a) in the case of a vehicle which was registered at any time under the Roads Act, 1920(a), the date on which it was first so registered; and
  - (b) in the case of any other vehicle, the date on which it was first registered under the Vehicles (Excise) Act (Northern Ireland), 1954(b), or the Vehicles (Excise) Act, 1949(c);
- “safety glass” means glass so constructed or treated that if fractured it does not fly into fragments capable of causing severe cuts;
- “track laying” in relation to a vehicle means that the vehicle is so designed and constructed that the weight thereof is transmitted to the road surface either by means of continuous tracks or by a combination of wheels and continuous tracks in such circumstances that the weight

(a) 10 &amp; 11 Geo. 5. c. 72.

(c) 12, 13 &amp; 14 Geo. 6. c. 89.

(b) 1954 c. 17.

transmitted to the road surface by the tracks is not less than half the weight of the vehicle;

“vehicle in the service of a visiting force” means a vehicle belonging to the service authorities of such a force and used for the purposes of such a force, and any other vehicle when used as aforesaid by a person subject to the orders of any member of such a force;

“visiting force” means any such body, contingent or detachment of the forces of any country as is a visiting force for the purposes of the provisions of the Visiting Forces Act, 1952(a)—

(a) which apply to that country by virtue of paragraph (a) of subsection (1) of section 1 of that Act, or

(b) which from time to time apply to that country by virtue of paragraph (b) of subsection (1) of the said section 1 and of any Order in Council made or hereafter to be made under the said section 1 designating that country for the purposes of all the provisions of that Act following subsection (2) of the said section 1; and “member” and “service authorities” have the same meanings respectively as they have in the Visiting Forces Act, 1952;

“wheel” in the case of a motor vehicle or trailer means a wheel, the tyre or rim of which when the vehicle is in motion on a road is in contact with the ground;

“works trailer” means a trailer designed for use in private premises and used on a road only in passing from one part of any such premises to another, or to other private premises in the immediate neighbourhood;

“works truck” means a motor vehicle designed for use in private premises and used on a road only in passing from one part of any such premises to another, or to other private premises in the immediate neighbourhood.

(2) Except where otherwise provided in these Regulations a tyre shall not be deemed to be of soft or elastic material unless the said material is either:—

(i) continuous round the circumference of the wheel, or

(ii) fitted in sections so that so far as reasonably practicable no space is left between the ends thereof,

and is of such thickness and design as to minimise, so far as reasonably possible, vibration when the vehicle is in motion, and so constructed as to be free from any defect which might in any way cause damage to the surface of a road.

(3) For the purpose of these Regulations a brake drum shall not be deemed to form part of a braking system.

(4) For the purpose of these Regulations any two wheels of a motor vehicle or trailer shall be regarded as one wheel if the distance between the centres of the areas of contact between such wheels and the road surface is less than 18 inches.

#### *Application and Exemptions*

3.—(1) These Regulations shall apply to track laying vehicles only.

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(a) 15 & 16 Geo. 6. & 1 Eliz. 2. c. 67.

(2) Regulations 5, 6, 14, 16, 22 and 26 shall not apply to road rollers.

(3) Every motor vehicle registered before the expiration of one year from the making of any Regulation hereof by which the requirements as regards the construction or weight of any class or description of vehicles is varied shall be exempt from the requirements of that Regulation for a period of 5 years from the making thereof, provided that it complies with the requirements of any enactment to which it would have been subject immediately prior to the making of that Regulation.

(4) Regulations 4 to 6, 8 to 11, 13 to 17 and 20 to 43 inclusive and Regulations 63 and 66 shall not apply to any vehicle in the service of a visiting force.

## PART II

### REGULATIONS GOVERNING THE CONSTRUCTION, WEIGHT AND EQUIPMENT OF MOTOR VEHICLES AND TRAILERS

#### A.—GENERAL

##### *Overall length*

4. The overall length of a motor vehicle shall not exceed 30 feet.

##### *Variation of wheel load*

5. Every motor vehicle or trailer with more than two wheels shall be provided with such compensating arrangement as will ensure that all the wheels will remain in contact with the road surface and under the most adverse conditions will not be subjected to abnormal variations of load:

Provided that this requirement shall not apply to any steerable wheel of a motor vehicle if the load on such wheel does not exceed  $2\frac{1}{2}$  tons.

##### *Springs and resilient material*

6.—(1) Save as provided in paragraphs (2) and (3),

- (a) every motor vehicle and trailer drawn thereby shall be equipped with suitable and sufficient springs between each wheel and the frame of the vehicle;
- (b) every motor vehicle and every trailer drawn thereby shall have resilient material interposed between the rims of the weight carrying rollers and the road surface so that the weight of the vehicle (other than that borne by the wheels, if any, and not necessarily including that portion of the track in contact with the road surface) is supported by the resilient material; and
- (c) every heavy motor car and motor car and every trailer drawn thereby shall have suitable and sufficient springs between the frame of the vehicle and the weight carrying rollers.

(2) This Regulation shall not apply to—

- (a) any vehicle registered on or before 1st January, 1932;

- (b) any land locomotive, land tractor, land implement, agricultural trailer or trailer used solely for, or empty in connection with, the haulage of round timber; or
- (c) any mobile crane.

(3) Sub-paragraphs (a) and (c) of paragraph (1) shall not apply to any works truck or works trailer.

#### *Parking brakes*

7. Every motor vehicle shall be equipped with a braking system (which may be one of the braking systems hereafter prescribed) so designed and constructed that it can at all times be set to lock the tracks of the vehicle so as to prevent their movement when the vehicle is not being driven or is left unattended:

Provided that this Regulation shall not apply to a land locomotive registered on or before 1st January, 1932.

#### *Tracks*

8. In the case of every vehicle those parts of the tracks which come into contact with the road surface shall be flat and have a minimum width of half an inch. The total area of each track actually in contact with the road surface at any one time shall be not less than 36 square inches in respect of each ton of the total weight of the vehicle which is transferred to the road surface by means of the tracks or (in the case of a land locomotive or land tractor registered before 1st January, 1936) in respect of each ton of the unladen weight of the vehicle.

#### *Vacuum or pressure braking systems*

9. Every motor vehicle registered on or after 1st October, 1937, which is fitted with a braking system which embodies a vacuum or pressure reservoir or reservoirs shall be provided with a warning device so placed as to be readily visible to the driver of the vehicle when in the driving seat in order to indicate any impending failure or deficiency in the vacuum or pressure system.

#### *Speed indicator*

10.—(1) To every motor vehicle, registered on or after 1st October, 1937, other than a land tractor or a vehicle which it is at all times unlawful to drive at a speed exceeding 12 m.p.h., there shall be fitted an instrument so constructed and in such position as at all times to indicate to the driver of the vehicle within a margin of accuracy of plus or minus ten per cent. if and when he is driving at a speed in excess of that specified in paragraph (2).

(2) The speed to which reference is made in paragraph (1) shall be such speed as is specified in the Schedule as the maximum speed for the vehicle to which the instrument aforesaid is fitted in compliance with this Regulation, or if no such speed is prescribed, 30 m.p.h.:

Provided that when, by reason of the fact that a vehicle to which this Regulation applies is drawing a trailer or trailers the maximum speed at which it is lawful to drive such vehicle is lower than the speed at which it is lawful to drive such vehicle without such trailer or trailers, the instrument aforesaid shall not be required to indicate such lower speed.

*Diameter of wheels*

11. All wheels of a motor vehicle and all wheels of a trailer which are equipped with tyres other than pneumatic tyres shall have a rim diameter of not less than 670 mm.:

Provided that this Regulation shall not apply to:—

- (a) any motor vehicle registered on or before 2nd January, 1933;
- (b) any trailer constructed before 1st January, 1933;
- (c) any wheel fitted to a motor car registered on or before 1st July, 1936, if the diameter of the wheel inclusive of the tyre is not less than 670 mm.;
- (d) any works truck or works trailer not exceeding 30 cwt. in weight unladen;
- (e) any motor vehicle or trailer designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools;
- (f) any mobile crane; or
- (g) any land implement.

*Reversing*

12. Every motor vehicle which exceeds 8 cwt. in weight unladen shall be capable of being so worked that it may travel either forwards or backwards.

*View to the front*

13. Every motor vehicle shall be so designed and constructed that the driver thereof while controlling the vehicle can at all times have a full view of the road and traffic ahead of the motor vehicle.

*Mirrors*

14. Every motor vehicle shall be equipped either internally or externally with a mirror so constructed and fitted to the motor vehicle as to assist the driver if he so desires to become aware of traffic to the rear of the vehicle:

Provided that this Regulation shall not apply to:—

- (a) a land locomotive;
- (b) a land tractor;
- (c) a motor vehicle when drawing a trailer if a person is carried on the trailer in a position which affords an uninterrupted view to the rear and such person is provided with efficient means of communicating to the driver the effect of signals given by the drivers of other vehicles in rear thereof; or
- (d) a works truck if the driver can easily obtain a clear view of traffic to the rear.

*Safety glass*

15.—(1) The glass of wind-screens and windows facing to the front on the outside of any motor vehicle shall be safety glass.

(2) For the purposes of this Regulation any wind-screen or window at the front of the vehicle the inner surface of which is at an angle exceeding 30 degrees to the longitudinal axis of the vehicle shall be deemed to face to the front.

#### *Warning instruments*

16. Every motor vehicle other than a works truck, a locomotive or a land tractor shall be fitted with an instrument capable of giving audible and sufficient warning of its approach or position:

Provided that no such instrument shall consist of a gong, bell or siren.

#### *Silencers*

17. Every vehicle propelled by an internal combustion engine shall be fitted with a silencer, expansion chamber or other contrivance suitable and sufficient for reducing as far as may be reasonable the noise caused by the escape of the exhaust gases from the engine.

#### *Emission of smoke or vapour*

18. Every motor vehicle shall be so constructed that no avoidable smoke or visible vapour is emitted therefrom.

#### *Emission of sparks or grit*

19. Every motor vehicle using solid fuel shall be fitted with an efficient appliance for the purpose of preventing the emission of sparks or grit, and also with a tray or shield to prevent ashes and cinders from falling on to the road.

### B.—LOCOMOTIVES

#### *Overall width*

20. The overall width of a locomotive shall not exceed 9 feet.

#### *Unladen weight*

21. The unladen weight of a heavy locomotive shall not exceed  $15\frac{1}{2}$  tons, or where all the wheels are fitted with tyres of soft or elastic material and where resilient material is interposed between the rims of the weight carrying rollers and the road surface so that the weight of the vehicle (other than that borne by the wheels, if any, and not necessarily including that portion of the track in contact with the road surface), is supported by the resilient material,  $17\frac{1}{2}$  tons:

Provided that:—

- (i) these weights may be exceeded by  $1\frac{1}{2}$  tons if the locomotive carries as a permanent fitting any jib crane, dynamo or extra winding drum or any one or more of such fittings, and
- (ii) in the case of cable ploughing engines the weight of any winding or windlass gear shall not be included in computing the unladen weight.

#### *Tyres*

22.—(1) Save as provided in paragraph (2), every wheel of a locomotive shall be equipped with a tyre of soft or elastic material which either—

- (a) extends continuously round the circumference of the wheel, or
- (b) is fitted in sections in such manner that
  - (i) at no point is any section separated by more than  $\frac{3}{4}$  inch from any adjacent section, and
  - (ii) the aggregate extent of all spaces between the sections measured along any line taken round the outer surface of the tyre and parallel to its edge does not exceed 6 inches.

(2) Paragraph (1) shall not apply to any steering wheel of a land locomotive if the tyre thereof is smooth-soled and where the tyre touches the surface of the road is not less than 5 inches in width.

#### *Brakes*

23. Every locomotive shall be equipped with an efficient braking system, the brakes of which act upon the tracks, so designed and constructed that the application of the brakes will bring the vehicle to rest within a reasonable distance.

#### C.—MOTOR TRACTORS, HEAVY MOTOR CARS AND MOTOR CARS

#### *Brakes*

24. In the case of every motor tractor, heavy motor car or motor car:—

- (1) The vehicle shall be equipped with an efficient braking system or systems with two means of operation so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to two tracks on opposite sides of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:  
 Provided that this paragraph shall not apply in the case of a road roller or a land tractor if the vehicle is equipped with one efficient braking system with one means of operation so designed and constructed that the application of the brakes will bring the vehicle to rest within a reasonable distance.
- (2) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.
- (3) No braking system shall be rendered ineffective by the non-rotation of the engine.
- (4) All the brakes operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.
- (5) Where any brake shoe is capable of being applied by more than one means of operation all the tracks of the vehicle shall be fitted with brakes and one of the means of operation shall operate a brake on each track:



Provided that where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

- (6) In the case of a vehicle registered on or after 1st January, 1936, every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system.

#### *Overall width*

25. The overall width of a motor tractor, heavy motor car or motor car shall not exceed 7 feet 6 inches:

Provided that, in the case of a heavy motor car registered on or before 1st July, 1932, this width may be exceeded by 6 inches if the excess width has been necessarily caused by the conversion of the vehicle from use with solid tyres to use with pneumatic tyres.

#### *Tyres*

26. Every wheel of a motor tractor shall be equipped with a pneumatic tyre or a tyre of soft or elastic material:

Provided that this Regulation shall not apply to any steering wheel of a land tractor if the tyre thereof is smooth-soled and where the tyre touches the surface of the road is not less than  $2\frac{1}{2}$  inches in width.

27.—(1) Save as provided in paragraph (2), every wheel of a heavy motor car or a motor car the unladen weight of which exceeds one ton shall be equipped with a pneumatic tyre.

(2) In the case of any of the following vehicles every wheel shall be equipped with a pneumatic tyre or a tyre of soft or elastic material:—

- (a) vehicles registered on or before 2nd January, 1933;
- (b) vehicles exceeding 4 tons in weight unladen mainly used in operations which necessitate working on rough ground or unmade roads;
- (c) vehicles designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools;
- (d) turntable fire escapes;
- (e) tower wagons; and
- (f) works trucks not exceeding 30 cwt. in weight unladen.

#### *Mudguards*

28. A heavy motor car or motor car shall be provided with mudguards or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels or movement of the tracks, unless adequate protection is afforded by the body of the vehicle:

Provided that this Regulation shall not apply—

- (a) in relation to the wheels or tracks at the rear of any heavy motor car or motor car for the time being forming part of an articulated vehicle if the trailer forming the remaining part of the articulated vehicle is used only for, or empty in connection with, the carriage of round timber; or
- (b) in the case of a vehicle in an unfinished condition proceeding to a works for completion.

#### D.—TRAILERS

##### *Overall length*

29. The overall length of a trailer (excluding any draw bar) shall not exceed 22 feet:

Provided that this Regulation shall not apply to—

- (a) a trailer constructed and normally used for the conveyance of indivisible loads of exceptional length;
- (b) a land implement;
- (c) a trailer forming part of an articulated vehicle; or
- (d) any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

##### *Overall width*

30. The overall width of a trailer (other than a land implement) shall not exceed 7 feet 6 inches:

Provided that this Regulation shall not apply to any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

##### *Brakes*

31.—(1) Save as provided in paragraph (2), every trailer exceeding 2 cwt. in weight unladen shall have an efficient braking system the brakes of which act upon the tracks and which is so constructed that—

- (a) when the trailer is not being drawn the brakes are capable of being set so as effectually to prevent the tracks from movement;
- (b) when the trailer is being drawn the brakes automatically come into operation on the overrun of the trailer or in the case of a trailer drawn by a vehicle having steerable wheels at the front the brakes can be applied either by the driver of the drawing vehicle or by some other person on the vehicle or trailer; and
- (c) in the case of trailers constructed on or after 1st April, 1938, the braking system is not rendered ineffective by the non-rotation of the engine of the drawing vehicle.

(2) Paragraph (1) shall not apply to

- (a) any land implement or agricultural trailer;
- (b) any trailer designed for use and used for street cleansing which does not carry any load other than its necessary gear and equipment;

- (c) any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

#### *Tyres*

32. Subject to the provisions of Regulation 33 every wheel of a trailer when the trailer is being drawn on a road shall be equipped with a pneumatic tyre or a tyre of soft or elastic material:

Provided that this Regulation shall not apply to any land implement or agricultural trailer.

33. Every wheel of a trailer constructed after 1st January, 1933, and drawn by a heavy motor car or a motor car shall be equipped with a pneumatic tyre:

Provided that this Regulation shall not apply to a trailer drawn by a heavy motor car every wheel of which is not required to be equipped with a pneumatic tyre.

#### *Mudguards*

34. The wheels or tracks at the rear of every trailer shall be provided with mudguards or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels or the movement of the tracks unless adequate protection is afforded by the body of the trailer:

Provided that this Regulation shall not apply to trailers in an unfinished condition proceeding to a works for completion, to land implements, to trailers used only for, or empty in connection with, the carriage of round timber, or to trailers drawn by a vehicle the maximum speed of which is restricted by virtue of the provisions of Regulation 70 and the Schedule to 12 m.p.h. or less.

### PART III

#### REGULATIONS GOVERNING THE USE ON ROADS OF MOTOR VEHICLES AND TRAILERS

#### *Markings on locomotives*

35. The owner of a locomotive shall cause the unladen weight of the vehicle to be painted or otherwise plainly marked upon some conspicuous place on the left or nearside of the vehicle.

#### *Markings on tractors*

36. The owner of a motor tractor shall cause the weight of the vehicle unladen and the maximum speed at which it may be driven when drawing a trailer to be painted or otherwise plainly marked upon some conspicuous place on the near side or on the off side of the vehicle.

#### *Markings on heavy motor cars*

37. The owner of a heavy motor car shall cause the weight of the vehicle unladen and the maximum speed at which it may be driven when not drawing a trailer to be painted or otherwise plainly marked upon some conspicuous place on the near side or on the off side of the vehicle:

Provided that this Regulation shall not apply to a vehicle which is not registered.

*Laden weight of locomotive*

38. The maximum laden weight of a locomotive shall not exceed the unladen weight permitted by these Regulations by more than 3 tons.

*Weight of trailers drawn by a locomotive*

39. The maximum total weight of all trailers, whether laden or unladen, drawn by a locomotive shall not exceed 40 tons.

*Laden weight of vehicle and trailer*

40. The total laden weight of a trailer together with that of any motor tractor, heavy motor car, or motor car drawing such trailer shall not exceed 24 tons.

*Laden weight of heavy motor car or motor car*

41. The weight transmitted to the road surface by any one wheel of a heavy motor car or a motor car where no other wheel is in the same line transversely shall not exceed 4 tons, the total weight so transmitted by any two wheels in line transversely shall not exceed in the case of a two-wheeled vehicle 8 tons and in the case of a vehicle with more than two wheels  $7\frac{1}{2}$  tons, and the sum of the weights so transmitted by all the wheels and the tracks shall not exceed 22 tons.

*Laden weight of trailer*

42. The total laden weight of a trailer shall not exceed 13 tons.

*Distribution of weight*

43. In the case of a heavy motor car, motor car or trailer whether laden or unladen the weight transmitted to any strip of the surface upon which the vehicle rests contained between any two parallel lines drawn 2 feet apart on that surface at right-angles to the longitudinal axis of the vehicle shall not exceed 10 tons.

*Maintenance of vehicle and conditions of loading so as not to be a danger*

44.—(1) Every motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition, and the number of passengers carried by, and the weight, distribution, packing, and adjustment of the load of such vehicle or trailer shall at all times be such that no danger is caused or is likely to be caused to any person on the vehicle or trailer or on a road.

(2) The load carried by any vehicle shall be so secured that danger is not likely to be caused to any person on a road by reason of the load or any part thereof falling from the vehicle.

(3) Where the load or any portion of the load carried by a motor vehicle or trailer projects to the rear thereof so as not to be easily distinguishable from a reasonable distance by other users of the road steps shall be taken to render the projection easily distinguishable by such users.

(4) No motor vehicle or trailer shall be used for any purpose for which it is so unsuitable as to cause or be likely to cause danger to any person on the vehicle or trailer or on a road.

#### *Maintenance of speed indicator*

45. Every instrument for indicating speed provided in compliance with the requirements of Regulation 10 shall

- (a) at all material times be maintained in good working order, and
- (b) be kept free from any obstruction which might prevent its being easily read (or the appropriate indication given thereby being easily seen):

Provided that it shall be a good defence to proceedings taken in respect of a contravention of paragraph (a) to prove that

- (i) the defect occurred in the course of the journey during which the contravention was detected, or
- (ii) at the time when the contravention was detected steps had already been taken to have the defect remedied with all reasonable expedition.

#### *Maintenance of glass*

46. All glass or other transparent material fitted to motor vehicles shall be maintained in such condition that it does not obscure the vision of the driver while the vehicle is being driven on a road.

#### *Maintenance of brakes and steering gear*

47. Every part of every braking system and of the means of operation thereof fitted to a motor vehicle or trailer, and all steering gear fitted to a motor vehicle shall at all times, while the motor vehicle or trailer is used on a road, be maintained in good and efficient working order and shall be properly adjusted.

#### *Use and maintenance of silencer*

48.—(1) No person shall use or cause or permit to be used on a road any vehicle propelled by an internal combustion engine so that the exhaust gases from the engine escape into the atmosphere without first passing through the silencer, expansion chamber or other contrivance required by these Regulations to be fitted.

(2) Every such silencer, expansion chamber or other contrivance shall at all times while the vehicle is used on a road be maintained in good and efficient working order, and shall not have been altered in such a way that the noise caused by the escape of the exhaust gases is made greater by the alteration.

#### *Maintenance of tracks*

49. All the tracks of a motor vehicle or trailer shall at all times when the motor vehicle or trailer is used on a road be maintained in such condition as to be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or to other persons using the road, and be maintained in good and efficient working order, and shall be properly adjusted.

*Maintenance of tyres*

50. All the tyres of a motor vehicle or trailer shall at all times while the vehicle or trailer is used on a road be maintained in such condition as to be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or to other persons using the road.

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

51. Every motor vehicle shall be maintained in such condition, and shall be so driven and used on a road, that there shall not be emitted therefrom any smoke, visible vapour, grit, sparks, ashes, cinders or oily substance, the emission of which could be prevented or avoided by the taking of any reasonable steps or the exercise of reasonable care, or the emission of which might cause damage to other persons or property or endanger the safety of any other users of the road in consequence of any harmful content therein.

*Excessive noise*

52. No person shall use or cause or permit to be used on a road any motor vehicle or trailer which causes any excessive noise either directly or indirectly as a result of:—

- (i) any defect (including a defect in design or construction), lack of repair or faulty adjustment in the motor vehicle or trailer or any part or accessory of such motor vehicle or trailer, or
- (ii) the faulty packing or adjustment of the load of such motor vehicle or trailer:

Provided that it shall be a good defence to proceedings taken under this Regulation:—

- (a) to prove that the noise or continuance of the noise in respect of which the proceedings are taken was due to some temporary or accidental cause and could not have been prevented by the exercise of due diligence and care on the part of the owner or driver of the motor vehicle; or
- (b) in the case of proceedings against the driver or person in charge of the motor vehicle who is not the owner thereof, to prove that the noise arose through a defect in design or construction of the motor vehicle or trailer or through the negligence or fault of some other person, whose duty it was to keep the motor vehicle or trailer in proper condition or in a proper state of repair or adjustment or properly to pack or adjust the load of such motor vehicle or trailer as the case may be, and could not have been prevented by the exercise of reasonable diligence and care on the part of such driver or other person in charge of the motor vehicle.

53. No motor vehicle shall be used on a road in such manner as to cause any excessive noise which could have been avoided by the exercise of reasonable care on the part of the driver.

*Stopping of engine when stationary*

54. The driver of every motor vehicle shall, when the vehicle is stationary otherwise than through enforced stoppage owing to the necessities of traffic, stop the action of any machinery attached to, or forming part of, such vehicle, so far as may be necessary for the prevention of noise:

Provided that this Regulation shall not apply so as to prevent the examination or working of the machinery attached to, or forming part of, a motor vehicle where any such examination or working is rendered necessary by any failure or derangement of the said machinery or where the machinery attached to or forming part of the vehicle is required for some ancillary purpose.

*Use of warning instruments*

55. When a motor vehicle is stationary on a road no person shall use or permit to be used any audible warning instrument with which it is fitted except when such use is necessary on grounds of safety.

*Duties of driver*

56. No person while actually driving a motor vehicle shall be in such a position that he cannot have proper control over the vehicle or that he cannot retain a full view of the road and traffic ahead.

57. No person shall, except in the case of a road roller or other road plant while actually engaged in the construction, maintenance or repair of roads, cause a motor vehicle to travel backwards for a greater distance or time than may be requisite for the safety or reasonable convenience of the occupants of that vehicle or of other traffic on the road.

58. The driver of every vehicle propelled by steam (other than a motor car) shall, unless two persons are carried upon it for the purpose of driving or attending to the vehicle, stop the vehicle whenever it is necessary to attend to the furnace.

59. No person shall cause or permit to be on a road any motor vehicle which is not attended by a person duly licensed to drive it unless the engine is stopped and, where the vehicle is fitted with a brake capable of being set, the brake is set so as effectually to prevent the movement of the tracks of the vehicle.

*Application of brakes of trailers*

60. Where a trailer is drawn by a motor vehicle the driver (or in the case of a locomotive one of the persons employed in driving or tending the locomotive) shall be in a position readily to operate any brakes required by these Regulations to be fitted to the trailer as well as the brakes of the motor vehicle, unless a person other than the driver is in a position and competent efficiently to apply the brakes of the trailer:

Provided that this Regulation shall not apply in the case of trailers which, in compliance with these Regulations, are fitted

with brakes which automatically come into operation on the overrun of the trailer.

61. No person in charge of a motor vehicle or trailer drawn thereby shall cause or permit such trailer to stand when detached from the drawing vehicle unless the tracks of the trailer are prevented from revolving by the setting of the brake or the use of a chain.

*Length of tow rope*

62. No motor vehicle shall tow any other vehicle unless the tow rope or chain be so adjusted that the distance separating the nearest points of the two vehicles shall not exceed 15 feet, and steps shall be taken to render the tow rope or chain easily distinguishable by other users of the road.

*Restrictions on the use of vehicles to draw trailers and trailers drawn*

63. No motor vehicle which exceeds 26 feet in length shall draw a trailer:

Provided that this Regulation shall not apply to any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

64. No trailer shall be used for the conveyance of passengers for hire or reward.

65.—(1) The number of trailers which may be drawn by a motor vehicle on a road shall not exceed—

- (a) in the case of a locomotive, three;
- (b) in the case of a motor tractor, one, if laden, or two, if unladen;
- (c) in the case of a motor car or heavy motor car, one.

(2) For the purposes of this Regulation the expression "trailer" shall not include any vehicle used solely for carrying water for the purposes of the drawing vehicle or any agricultural vehicle not constructed to carry a load.

*Restriction of width of loads*

66.—(1) Subject to the provisions of paragraph (2), no load shall be carried on any motor vehicle or trailer if the load projects more than 1 foot laterally beyond the overall width of the vehicle or if the total width of the load (measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points of the load) exceeds 9 feet 6 inches.

(2) Paragraph (1) shall not apply to—

- (a) the carriage on a motor vehicle or trailer of an indivisible load in the case of which it is not reasonably practicable to comply with the requirements of that paragraph, if the following conditions are complied with:—

- (i) the owner of the vehicle shall have given two clear days' notice (excluding public holidays) to the Inspector General of the Royal Ulster



Constabulary. The said notice shall contain particulars of the vehicle or vehicles concerned, the nature and total width of the load and the time, date and route of the journey:

Provided that the Inspector General may in any case dispense with any of the foregoing requirements as to the length of notice or the particulars to be given; and

- (ii) the journey is carried out in accordance with the particulars given in the notice subject to any variations in the time, date or route which the owner may be directed to make by the Inspector General;
- (b) the carriage of loose agricultural produce not baled or crated.

### *Mascots*

67. No mascot shall be carried by a motor vehicle in any position where it is likely to strike any person with whom the vehicle may collide unless the mascot is not liable to cause injury to such person by reason of any projection thereon.

### *Attendants*

68.—(1) In the case of heavy locomotives and light locomotives, two persons shall be employed in driving or attending the locomotive while it is being driven on any road, and where a locomotive is drawing trailers on a road one or more persons, in addition to the persons employed as aforesaid, shall be employed for the purpose of attending to the trailers at the rate of one such additional person for each trailer in excess of one.

(2) Where a motor vehicle other than a locomotive is drawing a trailer or trailers on a road one person, in addition to the driver of the vehicle, shall be carried either on the vehicle or on a trailer for the purpose of attending to the trailer or trailers.

(3) The provisions of the foregoing paragraphs shall not apply in the following cases, that is to say:—

- (a) to any road roller;
- (b) where the trailer is a vehicle used solely for carrying water for the purposes of the drawing vehicle or is an agricultural vehicle not constructed to carry a load;
- (c) in the case of any articulated vehicle;
- (d) where a land implement is drawn by a land locomotive or land tractor, or where an agricultural trailer is drawn by a land tractor;
- (e) where a trailer with not more than two wheels is drawn by a motor car, or where a four-wheeled trailer having two close-coupled wheels on each side is drawn by a motor car;

- (f) where a motor tractor is drawing—
- (i) any closed trailer specially constructed and used for the conveyance of meat between docks and railway stations or between wholesale markets and docks or railway stations;
  - (ii) any machine or implement used for the purpose of the maintenance, repair or cleansing of roads; or
  - (iii) any trailer designed for use and used solely in connection with street cleansing, the collection or disposal of refuse, or the collection or disposal of the contents of gullies or cesspools;
- (g) where a works truck is drawing any works trailer and the weight unladen of each vehicle does not exceed 30 cwt.;
- (h) where a motor vehicle is drawing a trailer not exceeding 1 ton in weight, unladen, or a trailer not constructed to carry and not carrying a load other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture, and not exceeding 45 cwt. in total weight, or a trailer which is a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres, if in each case the brakes of the trailer automatically come into operation on the overrun of the trailer;
- (j) where a motor vehicle belonging to the Admiralty, the War Department or the Air Ministry and being used for naval, military or air force purposes is drawing a trailer fitted with brakes which can be applied by the driver of the drawing vehicle; or
- (k) where a motor vehicle is drawing a broken down vehicle, whether or not in consequence of a breakdown, in such a manner that the broken down vehicle cannot be steered by its own steering gear.

#### *Penalty*

69. If any person uses or causes or permits to be used on any road a motor vehicle or trailer in contravention of or fails to comply with any of the preceding Regulations contained in Part III he shall be guilty of an offence against these Regulations.

#### *Maximum speeds*

70. The speed at which a motor vehicle is driven on any road shall not exceed the maximum speed specified in the Schedule for a motor vehicle of the class or description mentioned therein.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this twenty seventh day of  
(L.S.) September one thousand nine hundred and fifty-six.

R. F. Dunbar,  
Assistant Secretary.

## SCHEDULE (see Regulation 70)

## MAXIMUM SPEEDS OF TRACK LAYING MOTOR VEHICLES

<i>Class of Vehicle</i>	<i>Maximum Speed in miles per hour</i>
1. Goods Vehicles which exceed 30 cwts. but do not exceed three tons in weight unladen—	
(i) When not drawing a trailer ...	30
(ii) When drawing a trailer ...	20
2. Articulated Vehicles ...	20
3. Heavy Motor Cars, other than those mentioned in paragraphs 1 and 2 whether or not drawing a trailer—	
(a) if all the wheels of the Heavy Motor Car and of the trailer when drawn are fitted with pneumatic tyres ...	20
(b) if all the wheels of the Heavy Motor Car and of the trailer when drawn are not fitted with pneumatic tyres but are fitted with tyres of a soft or elastic material ...	12
(c) in any other case ...	5
4. Agricultural Tractors irrespective of unladen weight and Motor Tractors exceeding 2½ tons in weight unladen—	
(i) when not drawing a trailer—	
(a) if all the wheels are fitted with pneumatic tyres or tyres of a soft or elastic material ...	5
(b) in any other case ...	5
(ii) when drawing a trailer fitted with a braking system prescribed by Regulation 31—	
(a) if all the wheels of both the tractor and the trailer are—	
(1) fitted with pneumatic tyres	20
(2) not fitted with pneumatic tyres but are fitted with tyres of a soft or elastic material ...	12
(b) in any other case ...	5
(iii) when drawing a trailer which is not fitted with a braking system prescribed by Regulation 31 irrespective of the class of tyres used on either the tractor or the trailer ...	5

<i>Class of Vehicle</i>	<i>Maximum Speed in miles per hour</i>
5. Heavy locomotives ... ..	5
6. Light locomotives:	
(a) when not drawing more than two trailers and if fitted with pneumatic tyres or tyres of a soft or elastic material ... ..	12
(b) in any other case ... ..	5
7. Any motor vehicle drawing a trailer and not included in one of the above categories	30

### PUBLIC SERVICE VEHICLES: LICENSING FEES

REGULATIONS, DATED 13TH MARCH, 1956, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTIONS ELEVEN, TWELVE AND NINETEEN OF THE MOTOR VEHICLES (TRAFFIC AND REGULATION) ACT (NORTHERN IRELAND), 1926, SECTION SIX OF THE MOTOR VEHICLES AND ROAD TRAFFIC ACT (NORTHERN IRELAND), 1929, SECTION TWENTY-ONE OF THE FINANCE (MISCELLANEOUS PROVISIONS) ACT (NORTHERN IRELAND), 1955, AND SECTION SEVENTY-TWO OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND), 1955.

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[C]

The Ministry of Home Affairs in exercise of the powers vested in it by Sections Eleven, Twelve and Nineteen of the Motor Vehicles (Traffic and Regulation) Act (Northern Ireland), 1926(a), Section Six of the Motor Vehicles and Road Traffic Act (Northern Ireland), 1929(b), Section Twenty-one of the Finance (Miscellaneous Provisions) Act (Northern Ireland), 1955(c), and Section Seventy-two of the Road Traffic Act (Northern Ireland), 1955(d), and of every other power enabling it in that behalf, and with the approval of the Ministry of Finance, hereby makes the following Regulations:—

1.—(1) These Regulations may be cited as the Public Service Vehicles (Licensing Fees) Regulations (Northern Ireland), 1956, and shall come into operation on the Second day of April, 1956.

(2) In these Regulations the expression “the Principal Regulations” means the Public Service Vehicles Regulations (Northern Ireland), 1951(e).

2. For Regulation 10 of the Principal Regulations there shall be substituted the following Regulation:—

“ 10. The prescribed fees shall be as follows:—

(a) For a motor-hackney carriage or omnibus for which a licence is applied for within one month of being registered for the first time under the Vehicles (Excise) Act (Northern Ireland), 1954(f),

(a) 16 and 17 Geo. 5, Ch. 31.

(b) 20 Geo. 5, Ch. 21.

(c) 1955, Ch. 19.

(d) 1955, Ch. 27.

(e) S.R. & O. (N.I.), 1951, No. 54.

(f) 1954 Ch. 17.