

1. In the proviso to Regulation 3 of the Motor Vehicles (Stop Lights) Regulations (Northern Ireland), 1954(a), after the word "which" there shall be inserted the following words:—

"(except when the stop light fitted on the right or offside of the vehicle is showing a flashing light as a direction indicator)."

2. These Regulations may be cited as the Motor Vehicles (Stop Lights) (Amendment) Regulations (Northern Ireland), 1957.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 12th day of December, One Thousand Nine Hundred and Fifty-seven, in the presence of

(L.S.)

J. B. O'Neill,

Assistant Secretary.

EXPLANATORY NOTE

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

These Regulations amend the Motor Vehicles (Stop Lights) Regulations (Northern Ireland), 1954, as follows:—

A duplicate stop light on the left or nearside of a vehicle may come into operation when the stop light on the right or offside of the vehicle is showing a flashing light as a direction indicator.

MOTOR VEHICLES: USE AND CONSTRUCTION

REGULATIONS, DATED 20TH NOVEMBER, 1957, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION FOUR OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND), 1955.

1957. No. 227

[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(b), and of all other powers enabling it in that behalf, hereby makes the following Regulations:—

1. These Regulations shall come into operation on the 1st day of December, 1957, and may be cited as "The Motor Vehicles (Use and Construction) (Amendment) Regulations (Northern Ireland), 1957".

2. The Motor Vehicles (Use and Construction) Regulations (Northern Ireland), 1956(c), shall have effect as though—

(a) S.R. & O. (N.I.) 1954. No. 76.

(b) 1955, Ch. 27.

(c) S.R. & O. (N.I.) 1956, No. 134

- (1) in paragraph (1) of Regulation 3:—
- (a) for the definition of "close-coupled" there were substituted the following definition:—
 " 'close-coupled' in relation to a trailer means that the wheels on the same side of the trailer are so fitted that at all times while it is in motion they remain parallel to the longitudinal axis of the trailer, and that the distance between the centres of their respective areas of contact with the road surface does not exceed thirty-three inches ";
- (b) after the definition of "overhang" there were inserted the following definition:—
 " 'passenger vehicle' means a vehicle constructed solely for the carriage of passengers and their effects ";
- (c) in the definition of "pneumatic tyre" for requirement (i) there were substituted the following requirement:—
 " (i) it shall be provided with, or together with the wheel upon which it is mounted shall form, a continuous closed chamber inflated to 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 ";
- (d) at the end of the definition of "works trailer" and at the end of the definition of "works truck" there were inserted the following words:—
 " or in connection with road works while at or in the immediate neighbourhood of the site of such works ";
- (2) in paragraph (6) of Regulation 4, after the word "inclusive", there were inserted the word and figure "and 89";
- (3) in Regulation 8, at the end of the proviso, there were inserted the following head:—
 " or
 (i) any broken-down vehicle which is being drawn by a motor vehicle in consequence of the breakdown ";
- (4) the operation of Regulation 11 were suspended until 1st November, 1959;
- (5) for Regulation 15 there were substituted the following Regulation:—

" Mirrors

15.—(1) Save as provided in paragraph (2)—

- (a) as from the 1st October, 1958, the following motor vehicles, namely, every passenger vehicle adapted to carry more than seven passengers exclusive of the driver, and every goods vehicle, including every dual-purpose vehicle, shall be equipped with at least two mirrors; one of these shall be fitted externally on the off-side of the vehicle, and the other either internally or on the near-side externally; and the mirrors shall be 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 and on both sides rearwards;

(b) subject to the provisions of sub-paragraph (a), 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.

(2) Paragraph (1) shall not apply to:—

(a) a two-wheeled motor cycle with or without a sidecar attached;

(b) a land locomotive;

(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 a 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;

(d) a works truck if the driver can easily obtain a clear view of traffic to the rear; or

(e) a pedestrian controlled vehicle.”;

(6) for Regulation 16 there were substituted the following Regulation:—

“*Safety glass*

16.—(1) In the case of motor vehicles registered on or after the 1st July, 1959—

(a) being passenger vehicles or dual-purpose vehicles, the glass of windscreens and all windows on the outside

(b) being goods vehicles, other than dual-purpose vehicles, the glass of windscreens and all windows in front and on either side of the driver's seat

shall be safety glass.

(2) Save as provided in paragraph (1) the glass of windscreens and windows facing to the front on the outside of any motor vehicle, except glass fitted to the upper deck of a double-decked vehicle, shall be safety glass.

For the purposes of this paragraph any windscreen 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.”;

(7) in Regulation 32 after proviso (b) there were inserted the following proviso:—

“(bb) in the case of a heavy motor car designed and mainly used as a fire-fighting appliance and not exceeding 20 feet in overall length, the overhang may be increased by not more than 9 inches, but shall in no case exceed 7/24ths of the overall length;”;

(8) in paragraph (7) of Regulation 33 at the beginning of sub-paragraph (a)(i) there were inserted the words "except in the case of a works truck";

(9) in Regulation 38—

(a) in paragraph (5) for proviso (e) there were substituted the following proviso:—

"(e) in the case of a motor car the unladen weight of which does not exceed two tons, or which is constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver, it shall be deemed a sufficient compliance with this paragraph if one means of operation operates brakes fitted to all but two of the wheels and, as respects each of those two wheels, operates a brake on the shaft leading thereto and no gearing is interposed between the brake and the wheel.";

(b) in paragraph (7) at the beginning of sub-paragraph (a)(i) there were inserted the following words:—

"except in the case of a works truck and";

(10) for Regulations 54 and 55 there were substituted the following Regulation:—

"Markings on tractors and heavy motor cars

54. The owner of a motor tractor or heavy motor car shall cause the unladen weight of the vehicle to be painted or otherwise plainly marked upon some conspicuous place on the near or off side of the vehicle:

Provided that this Regulation shall not apply to a heavy motor car which is not registered.";

(11) for Regulation 69 there were substituted the following Regulation:—

"Use of vehicles so as not to emit smoke etc.

69. No person shall use or cause or permit to be used on a road any motor vehicle from which any smoke, visible vapour, grit, sparks, ashes, cinders, or oily substance is emitted if the emission thereof causes or is likely to cause damage to any property or injury to any person who is actually at the time or who reasonably may be expected on the road, or is likely to cause danger to any such person as aforesaid.";

(12) after Regulation 90 there were added the following Regulation:—

"Television sets

90A.—(1) No person shall use or install for use in a motor vehicle a television receiving apparatus if the screen thereof is partly or wholly, and whether directly or in any reflection, visible to the driver whilst in the driving seat or if the controls thereof, other than the sound volume control and the main switch, are within reach of the driver whilst in the driving seat.

(2) No person shall use a television receiving apparatus in a motor vehicle under circumstances and in a position such that it might cause distraction to the driver of any other vehicle on the road.”;

(13) for the Second Schedule there were substituted the Schedule to these Regulations.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this twentieth day of November, One Thousand, Nine Hundred and Fifty-seven, in the presence of

(L.S.)

J. B. O'Neill,
Assistant Secretary.

SCHEDULE (see Regulation 2(13))

Maximum Speeds of 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—	
(i) if all the wheels are fitted with pneumatic tyres	30
(ii) in any other case	20
3. Heavy Motor Cars other than those mentioned in paragraphs 1 and 2—	
(i) Omnibuses	30
(ii) All other Heavy Motor Cars, 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	30
(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 ...	20
(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	20
(b) in any other case	5
(ii) when drawing a trailer fitted with a braking system prescribed by Regulation 49—	

(a) if all the wheels of both the tractor and the trailer are fitted with pneumatic tyres or tyres of a soft or elastic material ...	20
(b) in any other case ...	5
(iii) when drawing a trailer which is not fitted with a braking system prescribed by Regulation 49 irrespective of the class of tyres used on either the tractor or the trailer ...	5
5. Heavy locomotives and 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
6. Any motor vehicle drawing a trailer and not included in one of the above categories ...	30

EXPLANATORY NOTE

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

These Regulations amend the consolidated Use and Construction Regulations of 1956 to correspond with alterations which have already been made in Great Britain. The principal changes are:—

(1) Omnibuses and goods vehicles will from 1st October, 1958, require to be fitted with two rear view mirrors. (Regulation 2(5)).

(2) More comprehensive requirements are made as to the fitting of safety glass in the windows of new passenger and goods vehicles. (Regulation 2(6)).

(3) The provisions as to the fitting on certain vehicles of brakes which do not operate directly on the wheels are modified. (Regulation 2(9)).

(4) It is no longer necessary to mark on the side of a motor tractor or heavy motor car the maximum speed at which it may be driven. (Regulation 2(10)).

(5) New provision is made restricting the use of television sets in cars. (Regulation 2(12)).

(6) The special speed limits applicable to certain classes of vehicles are amended, the principal change being that heavy motor cars may now travel at 30 m.p.h. instead of 20 m.p.h. (Regulation 2(13)).