

EXPLANATORY NOTE

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

These Regulations revoke requirements as to first-aid boxes or cupboards which are no longer necessary by reason of similar requirements otherwise imposed by or under the Factories Acts (Northern Ireland) 1938 to 1959.

1965. Nos. 151, 152, 153, 154

As these Orders have been classified as local they are not printed at length in this volume. Summaries are given in the List of Statutory Rules and Orders of a Local Character under the heading NURSES AND MIDWIVES.

1965. No. 155

[C]

MOTOR VEHICLES: USE AND CONSTRUCTION

REGULATIONS, DATED 19TH JULY, 1965, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION FOUR OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955.

The Ministry of Home Affairs, in exercise of the powers vested in it by Section 4 of the Road Traffic Act (Northern Ireland) 1955(a), and of all other powers enabling it in that behalf, hereby makes the following Regulations:—

Citation and Commencement

1. These Regulations may be cited as the Motor Vehicles (Use and Construction) (Amendment) Regulations (Northern Ireland) 1965, and shall come into operation on 1st August, 1965.

Regulations Amended

2. The Motor Vehicles (Use and Construction) Regulations (Northern Ireland) 1964(b) shall be amended in accordance with the following provisions of these Regulations.

Interpretation

3. Regulation 3 shall have effect as though—

(a) in paragraph (1)—

(i) for the definition of "land implement" there were substituted the following definition:—

"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 whether or not it is laden with substance for use in connection with the purpose for which the said implement

(a) 1955. c. 27.

(b) S.R. & O. (N.I.) 1964, No. 72.

or machinery is designed 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;"

- (ii) for the definition of "overall length" there were substituted the following definition:—

"'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 driving mirror;
- (b) any starting handle;
- (c) any hood when down;
- (d) any expanding or extensible contrivance forming part of a turntable fire escape fixed to a vehicle;
- (e) any telescopic fog lamp when extended;
- (f) any snow-plough fixed in front of a vehicle;
- (g) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches; and
- (h) any container specially designed to hold and keep secure a seal issued for the purposes of customs clearance,

and, except for the purposes of Regulation 89, exclusive of any front corner marker lamp or side marker lamp within the meaning of the Road Vehicles Lighting (Long Vehicles and Trailers) Regulations (Northern Ireland) 1963(a) carried on the vehicle in accordance with those Regulations.

In ascertaining the extreme projecting points of a vehicle account shall be taken of any device or any receptacle on or attached to the vehicle which increases the carrying capacity of the vehicle unless—

- (i) it is a tailboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading,
- (ii) it is a tailboard which is let down in order to facilitate the carriage of, but which is not essential for the support of, loads which are in themselves so long as to extend at least as far as the tailboard when in the upright position, or
- (iii) it is a receptacle which is constructed or adapted for the purpose of being lifted on or off vehicles with goods or burden contained therein and is from time to time actually used for that purpose in the ordinary course of business;"

- (iii) for the definition of "overall width" there were substituted the following definition:—

"'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;
- (d) so much of the distortion of any tyre as is caused by the weight of the vehicle;
- (e) in the case of vehicles registered before 2nd January, 1939, so much of a swivelling window designed to allow the driver to give hand signals as projects when opened not more than 4 inches beyond the side of the vehicle; and
- (f) any container specially designed to hold and keep secure a seal issued for the purposes of customs clearance,

and, except for the purposes of Regulation 89, exclusive of any such front corner marker lamp or side marker lamp as aforesaid.

In ascertaining the extreme projecting points of a vehicle account shall be taken of any device or any receptacle on or attached to the vehicle which increases the carrying capacity of the vehicle unless—

- (i) it is a sideboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading, or
 - (ii) it is a receptacle which is constructed or adapted for the purpose of being lifted on or off vehicles with goods or burden contained therein and is from time to time actually used for that purpose in the ordinary course of business;”;
- (iv) after the definition of “wheeled” there were inserted the following definition:—

“‘wide tyre’ means a pneumatic tyre as respects which its area of contact with the road surface is not less than 12 inches in width when measured at right angles to the longitudinal axis of the vehicle;”;

- (v) in the definition of “works trailer” and in the definition of “works truck” for the words “delivering goods from such premises to a vehicle” there were substituted the words “delivering goods from or to such premises to or from a vehicle;”;

- (b) after paragraph (4) there were inserted the following paragraph:—

“(5) For the purpose of counting the number of axles of a vehicle to which the provisions of Regulation 61A relating to weight apply, where the centres of the areas of contact between all the wheels and the road surface can be included between any two vertical planes at right angles to the longitudinal axis of the vehicle less than 3 feet 4 inches apart, those wheels shall be treated as constituting one axle.”.

Veteran Cars and Cycles

4. Regulation 4(1) shall have effect as though after paragraph (6) there were inserted the following paragraph:—

“(6A) Regulations 11, 12, 17 (proviso), 40 and 43 shall not apply to any motor car or motor cycle in respect of which a certificate has been issued by the Officer in Charge of the National Collections of Road Transport, the Science Museum, London, S.W.7, that it was designed before 1st January 1905 and constructed before 31st December 1905, and paragraphs (1), (2), (3), (5), (6) and (7) of Regulation 38 shall not apply to any such motor car if it complies with the provisions of the proviso to paragraph (1)(c) of the said Regulation 38 as though it were a vehicle first

registered under the Motor Car Act 1903(a) before 1st January 1915 and Regulation 41 shall not apply to any such motor cycle if it complies with the provisions of proviso (b) to paragraph (1) of the said Regulation 41 as though it were a motor cycle first registered under the Motor Car Act 1903 or the Roads Act 1920(b) before 1st January 1927."

Land Tractors

5. Regulation 4(9) shall have effect as though:—

- (a) in paragraph (a) for the words "paragraph (3)" there were substituted the words "sub-paragraph (c)"; and
- (b) in paragraph (c) for the words "paragraph (1)" there were substituted the words "sub-paragraph (a)".

Overall Length

6. Regulation 6 shall have effect as though:—

- (a) in paragraph (1) for the words "35 feet" there were substituted the words "13 metres";
- (b) proviso (a) were omitted;
- (c) in paragraph (2) for the words "30 feet" there were substituted the words "11 metres"; and for the words "36 feet" there were substituted the words "11 metres".

Variation of Wheel Load

7. Regulation 7 shall have effect as though for the words "2½ tons" there were substituted the words "3 tons".

Diameter of Wheels

8. Regulation 12 shall have effect as though at the end of the proviso there were inserted the following sub-paragraph:—

"or

- (f) any electrically propelled goods vehicle the unladen weight of which does not exceed 25 hundredweight."

Overall Width of Locomotive

9. Regulation 22 shall have effect as though for the words "9 feet" there were substituted the words "2.75 metres".

Overall Width of Motor Tractor

10. Regulation 27 shall have effect as though for the words "7 feet 6 inches" there were substituted the words "2.5 metres".

Overall Width of Heavy Motor Car

11. Regulation 31 shall have effect as though:—

- (a) for the words "7 feet 6 inches" there were substituted the words "2.5 metres"; and
- (b) the provisos were omitted.

Overhang of Heavy Motor Car

12. For Regulation 32 there shall be substituted the following Regulation:—

"*Overhang*

32. The overhang of a heavy motor car shall not exceed 60 per cent. of the distance between the plane perpendicular to the longitudinal axis

(a) 3. Edw. 7. c. 36.

(b) 10 & 11 Geo. 5. c. 72.

of the vehicle which passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Regulation 3:

Provided that—

- (a) in the case of a vehicle designed for use and mainly used for the purpose of heating a road or other like surface in the process of construction, repair or maintenance, no part of the heating plant shall be taken into account when calculating the overhang; and
- (b) this Regulation shall not apply in the case of—
 - (i) a heavy motor car 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,
 - (ii) a works truck, or
 - (iii) a heavy motor car designed so that it can dispose of its load by tipping to the rear, if the overhang does not exceed 45 inches.”

Overall Width of Motor Car

13. Regulation 36 shall have effect as though:—

- (a) for the words “7 feet 6 inches” there were substituted the words “2.5 metres”; and
- (b) the proviso were omitted.

Overhang of Motor Car

14. For Regulation 37 there shall be substituted the following Regulation:—

“Overhang

37. The overhang of a motor car shall not exceed 60 per cent. of the distance between the plane perpendicular to the longitudinal axis of the vehicle which passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Regulation 3:

Provided that—

- (a) in the case of a motor car registered before 1st January 1966 the overhang may be increased by not more than 3 inches, if the distance between the foremost and rearmost axles does not exceed 7 feet 6 inches; and
- (b) this Regulation shall not apply in the case of—
 - (i) a motor car 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 or as an ambulance, or
 - (ii) a works truck.”

Tyres

15. Regulation 39 shall have effect as though in paragraph (2) the words “if the unladen weight of the vehicle exceeds one ton” were deleted and after sub-paragraph (b) there were added the following sub-paragraph:—

“and

- (c) electrically propelled goods vehicles the unladen weight of which does not exceed 25 hundredweight.”

Overall Length of Trailer

16. Regulation 47 shall have effect as though for the words "22 feet 11½ inches" there were substituted the words "7 metres".

Overall Width of Trailer

17. For Regulation 48 there shall be substituted the following Regulation:—

"Overall width

48.—(1) Save as provided in paragraph (3) the overall width of a trailer shall not exceed 7 feet 6 inches:

Provided that the said width may be 2.5 metres in the case of a trailer in relation to which the conditions mentioned in paragraph (2) are complied with.

(2) The conditions referred to in paragraph (1) are that:—

- (a) every wheel of the trailer is fitted with a pneumatic tyre;
- (b) the trailer is drawn by a locomotive, a motor tractor or a heavy motor car or, where the trailer forms part of an articulated vehicle the other part of which is a motor car, the motor car exceeds 2 tons in weight unladen;
- (c) every wheel of the vehicle (not being a locomotive) by which the trailer is drawn is fitted with a pneumatic tyre; and
- (d) the outermost part of the trailer comprised in its overall width and on either side of the trailer does not extend more than one foot outwards beyond the outermost part comprised in the overall width of the vehicle by which it is being drawn on the same side, when the longitudinal axis of that vehicle and the longitudinal axis of the trailer lie in parallel vertical planes.

(3) This Regulation shall not apply to a land implement, to a trailer which is a trolley vehicle in course of construction or delivery or to a broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown."

Markings on Trailers

18. After Regulation 55 there shall be inserted the following Regulation:—

"Markings on Trailers

55A. The owner of a trailer which, in compliance with Regulation 49, is fitted with overrun brakes shall cause the unladen weight of the trailer or, in the case of a trailer not constructed or adapted to carry any load other than plant or other special appliance or apparatus which is a permanent or essentially permanent feature, the total weight of the trailer to be painted or otherwise plainly marked upon some conspicuous place on the left or near side of it."

Laden weight of articulated vehicle

19. For Regulation 61 there shall be substituted the following Regulation:—

"Laden weight of articulated vehicle

61. The total laden weight of an articulated vehicle shall not exceed:—

- (a) if the trailer forming part thereof has less than four wheels, 20 tons; and
- (b) if the trailer forming part thereof has four wheels or more, 24 tons."

Increased permissible maximum weights

20. After Regulation 61 (Laden weight of articulated vehicle) there shall be inserted the following Regulation:—

“Increased permissible maximum weights

61A.—(1) This Regulation applies to the following vehicles, that is to say:—

- (a) any motor vehicle, being a heavy motor car or a motor car registered on or after 1st February 1963, which has securely affixed to it in a conspicuous and readily accessible position by or on behalf of the original manufacturer of the vehicle a plate containing the particulars required by Part I of the Third Schedule, the said particulars being completed on behalf of the said manufacturer in accordance with Part III of that Schedule and the plate otherwise complying with the provisions contained in that Part, but not when drawing a trailer other than a trailer falling within paragraph (1)(c) or (d), whether or not those vehicles form an articulated vehicle;
- (b) any motor vehicle, being a heavy motor car or a motor car, brought temporarily into Northern Ireland by a person resident outside the United Kingdom which—
 - (i) is not registered under the Vehicles (Excise) Act (Northern Ireland) 1954(a) or the Vehicles (Excise) Act 1962(b),
 - (ii) complies with the requirements mentioned in Regulation 4(5) (which relates to vehicles brought temporarily into Northern Ireland), and
 - (iii) carries a plate securely affixed to it in a conspicuous and readily accessible position issued by the competent authority in the country where it is registered indicating the permissible maximum weight for the vehicle in that country,
 but not when drawing a trailer other than a trailer falling within paragraph (1)(c) or (d), whether or not those vehicles form an articulated vehicle;
- (c) any trailer constructed on or after 1st February 1963 in relation to which the following conditions are fulfilled—
 - (i) the trailer has securely affixed to it in a conspicuous and readily accessible position by or on behalf of the original manufacturer of the trailer a plate containing the particulars required by Part II of the said Third Schedule, the said particulars being completed on behalf of the said manufacturer in accordance with Part III of that Schedule and the plate otherwise complying with the provisions contained in that Part,
 - (ii) the trailer is drawn by either—
 - (A) a vehicle to which paragraph (1)(a) or (1)(b) applies, whether or not those vehicles form an articulated vehicle, or
 - (B) a motor tractor registered on or after 1st February 1963 bearing a plate which in relation to that tractor complies in like manner with the provisions of paragraph (1)(a), or
 - (C) a motor tractor brought temporarily into Northern Ireland by a person resident outside the United Kingdom, the said tractor complying with the provisions of heads (i) to (iii) of paragraph (1)(b);

(a) 1954, c. 17.

(b) 10 & 11 Eliz. 2. c. 13.

- (d) any trailer whenever constructed, brought temporarily into Northern Ireland by a person resident outside the United Kingdom, in relation to which the following conditions are fulfilled—
- (i) the trailer complies with the requirements mentioned in Regulation 4(5),
 - (ii) the trailer carries a plate securely affixed to it in a conspicuous and readily accessible position issued by the competent authority in a country outside the United Kingdom indicating the permissible maximum weights for the vehicle in that country, and
 - (iii) the trailer is drawn by any such vehicle as is mentioned in head (ii) of paragraph (1)(c); and
- (e) any articulated vehicle registered under the Vehicles (Excise) Act (Northern Ireland) 1954 on or after the 1st March 1964 and before the date of commencement of these Regulations whether or not the motor vehicle and trailer have plates affixed in accordance with sub-paragraphs (a) and (c) of this paragraph,

subject to any motor vehicle to which sub-paragraphs (a) or (b) of this paragraph applies, when not forming part of a combination of vehicles, complying as regards its braking efficiency with the requirements of the following paragraph and, where at least one vehicle to which any sub-paragraph of this paragraph applies forms part of a combination of vehicles, the combination complying as regards its braking efficiency with the said requirements:

Provided that the said requirements as to braking efficiency shall not apply in the case of any vehicle specified in sub-paragraph (1)(e).

(2) The requirements as regards braking efficiency mentioned in the preceding paragraph are that the vehicle or the combination of vehicles, as the case may be, shall have brakes which by one means of operation have a total braking efficiency of not less than 50 per cent. and which by a second independent means of operation have a total braking efficiency of not less than 25 per cent.

In this paragraph "braking efficiency" means the maximum force capable of being developed by the application of the brakes of a vehicle or a combination of vehicles expressed as a percentage of the weight of the vehicle or the combination of vehicles (as the case may be), including any persons (not being fare paying or other travelling passengers) or load carried.

(3) Notwithstanding anything to the contrary contained in Regulation 58 or 59, in the case of a vehicle to which this Regulation applies the weight transmitted to the road surface by any one wheel where no other wheel is in the same line transversely may amount to but shall not exceed 5 tons and the total weight so transmitted by any two wheels in line transversely may amount to but shall not exceed 10 tons, if each such wheel is fitted with either two pneumatic tyres having the centres of their areas of contact with the road surface not less than 12 inches apart measured at right angles to the longitudinal axis of the vehicle or with a wide tyre.

(4) (a) Notwithstanding anything to the contrary contained in Regulation 58 or 59, in the case of a motor vehicle (not being a public service vehicle) and a trailer to which this Regulation applies and fitted with a number of axles specified in column 1 of paragraph 2 of the Fourth Schedule as respects which the measurements apply as so specified the sum of the

weights transmitted to the road surface by all the wheels of the vehicle may amount to but shall not exceed the weight specified in relation to that vehicle in column 2 of the said paragraph.

(b) Notwithstanding anything to the contrary contained in Regulation 61, in the case of an articulated vehicle formed by vehicles to which this Regulation applies and fitted with a number of axles specified in column 1 of paragraph 3 of the said Schedule as respects which the measurements apply as so specified the sum of the weights transmitted to the road surface by all the wheels of the vehicle may amount to but shall not exceed the weight specified in relation to that vehicle in column 2 of the said paragraph.

(c) Notwithstanding anything to the contrary contained in Regulation 50 of the Public Service Vehicles (Construction) Regulations (Northern Ireland) 1960(a), in the case of a vehicle to which this Regulation applies and being a public service vehicle the sum of the weights transmitted to the road surface by all the wheels of the vehicle may amount to but shall not exceed—

- (i) where the distance between the front and rear axles is at least 10 feet 8 inches but less than 12 feet, 15 tons,
- (ii) where the distance between the front and rear axles is at least 12 feet, 16 tons.

For the purposes of this sub-paragraph the distance between any two axles shall be obtained as provided in paragraph 1 of the said Schedule.”.

Distribution of weight

21. For Regulation 62 there shall be substituted the following Regulation:—

“Distribution of weight

62. In the case of a heavy motor car, motor car or trailer, whether laden or unladen, the weight transmitted by more than two wheels to any strip of the road surface upon which the vehicle rests contained between any two parallel lines drawn on that surface at right angles to the longitudinal axis of the vehicle—

- (a) less than 3 feet 4 inches apart shall not exceed 11 tons,
- (b) less than 4 feet apart but 3 feet 4 inches or more apart shall not exceed 16 tons, and
- (c) less than 7 feet apart but 4 feet or more apart shall not exceed 18 tons.”.

Overall length of combination of vehicles

22. On and after the 1st January 1966 for paragraphs (3) and (4) of Regulation 87 there shall be substituted the following paragraphs:—

“(3) Where a motor vehicle is drawing only one trailer the overall length of the combination of vehicles shall not exceed 18 metres, except that this paragraph shall not apply where the trailer being drawn is constructed and normally used for the conveyance of indivisible loads of exceptional length.

(a) S.R. & O. (N.I.) 1960, No. 91.

(4) Where a motor vehicle is drawing two or more trailers or only one trailer constructed and normally used for the conveyance of indivisible loads of exceptional length, the overall length of the motor vehicle shall not exceed 30 feet and unless the conditions specified in paragraphs 1 and 2 of the Second Schedule have been complied with, the overall length of the combination of vehicles shall not exceed 85 feet.

(5) For the purposes of this Regulation the reference to the combination of vehicles shall be construed in the same manner as provided in sub-paragraph (g) of Regulation 89 for the purposes of Regulation 90 and the overall length of such a combination shall be measured in the manner provided in sub-paragraph (h) of the said Regulation 89."

Attendants on Trailers

23. Regulation 91 shall have effect as though at the end of paragraph (3) there were inserted the following sub paragraph:—

"or

(l) in the case of any locomotive propelled by the combustion of liquid fuel or by electrical power and not drawing a trailer or trailers."

24. After the Second Schedule there shall be added the following new Schedules:—

"THIRD SCHEDULE (See Regulation 61A)

PART I

Particulars to be shown on plate for motor vehicles
(including motor vehicles forming part of articulated vehicles)

1. Manufacturer's name.
 2. Vehicle type.
 3. Engine type.
 4. Chassis or serial number.
 5. Number of axles.
 6. Maximum weight for each axle.
 7. Maximum gross weight(a).
 8. Maximum train weight(b).
 9. Month and year of manufacture.
- (a) To include any load imposed by the trailer forming part of an articulated vehicle.
- (b) To include trailer if drawn, or trailer forming part of an articulated vehicle.

PART II

Particulars to be shown on plate for trailers
(including trailers forming part of articulated vehicles)

1. Manufacturer's name.
2. Chassis or serial number.
3. Number of axles.

4. Maximum weight for each axle.
5. Maximum load imposed on drawing vehicle(a).
6. Maximum gross weight.
7. Month and year of manufacture.
- (a) Only for trailers forming part of articulated vehicles.

PART III

1. The weights to be inserted at items 6, 7 and 8 in Part I and at items 4, 5 and 6 in Part II shall be those which the person completing the plate on behalf of the manufacturer considers the vehicle to be fit in all respects to carry, having regard to its design, construction and equipment and the stresses likely to be met with in operation.
2. Weight shall be shown in tons and decimals thereof.
3. All letters and figures shown in a plate shall be not less than one quarter of an inch in height.

FOURTH SCHEDULE (See Regulation 61A)

PERMISSIBLE MAXIMUM WEIGHTS

1. For the purposes of this Schedule the distance between any two axles shall be obtained by measuring the shortest distance between the line joining the centres of the points of contact with the road surface of the wheels of one axle and the line joining the centres of the points of contact with the road surface of the wheels of the other axle.

Column 1	Column 2 Tons
2. Heavy motor cars, motor cars and trailers:—	
(a) in the case of a vehicle with two axles—	
(i) where the distance between the axles is at least 10 feet 8 inches but less than 12 feet	15
(ii) where the distance between the axles is at least 12 feet	16
(b) in the case of a vehicle with three axles, where the distance between the foremost and rearmost axles is at least 18 feet	22
(c) in the case of a vehicle with more than three axles—	
(i) where the distance between the foremost and rearmost axles is at least 23 feet but less than 26 feet	26
(ii) where the distance between the foremost and rearmost axles is at least 26 feet	28
3. Articulated vehicles: —	
(a) in the case of an articulated vehicle with three axles, where the distance between the foremost and rearmost axles is at least 18 feet	22
(b) in the case of an articulated vehicle with four axles—	
(i) where the distance between the foremost and rearmost axles is at least 23 feet but less than 26 feet	26
(ii) where the distance between the foremost and rearmost axles is at least 26 feet but less than 32 feet	28
(iii) where the distance between the foremost and rearmost axles is at least 32 feet but less than 38 feet	30
(iv) where the distance between the foremost and rearmost axles is at least 38 feet	32
(c) in the case of an articulated vehicle with more than four axles—	
(i) where the distance between the foremost and rearmost axles is at least 23 feet but less than 26 feet	26
(ii) where the distance between the foremost and rearmost axles is at least 26 feet but less than 29 feet 6 inches	28
(iii) where the distance between the foremost and rearmost axles is at least 29 feet 6 inches but less than 32 feet	30
(iv) where the distance between the foremost and rearmost axles is at least 32 feet	32"

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 19th day of July, 1965, in the presence of

(L.S.)

J. W. E. Cathcart,
Assistant Secretary.

EXPLANATORY NOTE

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

These Regulations further amend the existing Use and Construction Regulations (1964) by increasing the permitted dimensions and weights of motor vehicles and trailers and by making certain other alterations. Some dimensions which have already been increased are now converted to the metric system, for uniformity with Great Britain and the rest of Europe. The following are the main changes:—

1. Some concessions are made for veteran cars and cycles which have been certified as such by the Science Museum (Regulation 4).
2. The permitted overall length of articulated vehicles, previously restricted to 35 feet in some cases, is now 13 metres (approximately 42 feet 7 inches); and of other motor vehicles, where previously restricted to 30 feet, is now 11 metres (approximately 36 feet) (Regulation 6).
3. The permitted overall width of motor tractors, heavy motor cars and motor cars is now 2.5 metres (approximately 8 feet 2½ inches) instead of (in general) 7 feet 6 inches (Regulations 10, 11 and 13).
4. The permitted overhang of a heavy motor car or a motor car, as measured in accordance with the 1964 Regulations, is in general increased from 50 per cent. to 60 per cent. (Regulations 12 and 14).
5. Electrically propelled goods vehicles having an unladen weight of not more than 25 hundredweight are exempted from the requirements of the 1964 Regulations relating to the minimum diameter of wheels fitted with tyres other than pneumatic tyres (Regulation 8).
6. Electrically propelled goods vehicles having an unladen weight of not more than 25 hundredweight may have their wheels fitted with either a tyre of soft or elastic material or a pneumatic tyre (Regulation 15).
7. Trailers fitted with overrun brakes must have their unladen weight marked on the side (Regulation 18).
8. A new Regulation 61A increasing the permitted maximum weights of vehicles is introduced into the 1964 Regulations (Regulation 20).
Paragraph (1) of the new Regulation defines the vehicles to which the provisions apply. These vehicles are, in general, heavy motor cars and motor cars first registered after the 1st February 1963, other heavy motor cars and motor cars brought temporarily into Northern Ireland and certain trailers drawn by any of those vehicles, subject to those vehicles and trailers carrying a plate referred to in that paragraph and to compliance with certain requirements as to braking efficiency mentioned in paragraph (2) of the new Regulation.

Paragraph (3) of the new Regulation permits a vehicle to which the Regulation applies to transmit to the road surface by one wheel, where no other wheel is in the same line transversely, a weight of up to 5 tons instead of $4\frac{1}{2}$ tons and by two wheels, in line transversely, a total weight of up to 10 tons instead of 9 tons.

Paragraph (4)(a) and (b) of the new Regulation provides that the sum of the weights transmitted to the road surface by all the wheels of a vehicle to which the Regulation applies where fitted with axles as shown in the Fourth Schedule (set out in Regulation 24 of these Regulations) may amount to the relevant weight specified in column 2 of that Schedule.

Paragraph (4)(c) makes provision as to the sum of the weights which may be transmitted to the road surface in the case of a public service vehicle.

9. New provision is made in substitution for Regulation 62 of the 1964 Regulations with regard to the distribution of weight transmitted by vehicles to the road surface (Regulation 21).

10. New provision is introduced as from the 1st January 1966 into Regulation 87 of the 1964 Regulations to the effect that where a motor vehicle is drawing only one trailer the overall length of the combination of vehicles shall not exceed 18 metres (approximately 59 feet) (Regulation 22).

11. The definition of the overall length and of the overall width of a vehicle contained in Regulation 3(1) of the 1964 Regulations is amended so as to provide that in determining that length or width account shall be taken, subject to certain exceptions, of a device or receptacle on or attached to the vehicle which increases its carrying capacity (Regulation 3).

12. Specified locomotives are exempted from the requirements with regard to the employment of an attendant (Regulation 23).

1965. No. 156

[C]

MARKETING OF POULTRY

REGULATIONS, DATED THE 20TH DAY OF JULY, 1965, MADE BY THE MINISTRY OF AGRICULTURE UNDER SECTION 9 OF THE MARKETING OF POULTRY ACT (NORTHERN IRELAND) 1949(a).

The Ministry of Agriculture in exercise of the power conferred on it by Section 9 of the Marketing of Poultry Act (Northern Ireland) 1949, and of every other power enabling it in that behalf, hereby makes the following Regulations:—

Short Title and Commencement

1. These Regulations may be cited as the Marketing of Poultry (Amendment No. 2) Regulations (Northern Ireland) 1965, and shall, save as is provided in Regulations 17 and 18, come into operation on the 30th day of August, 1965.

Definition

2. "The Principal Regulations" shall mean the Marketing of Poultry Regulations (Northern Ireland) 1963(b).

(a) 1949. c. 14.

(b) S.R. & O. (N.I.) 1963, No. 230.