

1979/6



THE TRAMWAY CARRIAGE REGULATIONS 1979

KEITH HOLYOAKE, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 29th day of January 1979

Present:

THE RIGHT HON. R. D. MULDOON PRESIDING IN COUNCIL

PURSUANT to the Tramways Act 1908, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

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REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the Tramway Carriage Regulations 1979.

(2) These regulations shall come into force on the 1st day of March 1979.

2. Interpretation—In these regulations, unless the context otherwise requires,—

“Carriage” means any rolling-stock used or intended to be used on any tramway, and includes all machinery, fittings, equipment, appliances, furnishings, and other things forming part of any carriage:

“Conductor” means the guard or other person or officer in charge of a carriage:

“Conductor's platform” means the platform at the back end of any carriage:

“Electric carriage” means a carriage driven by one or more electric motors borne on the carriage:

“Employees' union” means the New Zealand Tramway Authorities' Employees' Industrial Union of Workers:

“Funicular tramway” means a tramway comprising 2 carriages operating on an incline and stationary winding machinery and controls, whose propulsion is by means of a pulley-driven connecting rope fixed permanently to each carriage, and in whose operation the weight of one carriage is offset against the weight of the other:

“Hours of darkness” means the period between half an hour after sunset and half an hour before sunrise:

“Inspector” means a person registered under the Engineers Registration Act 1924, and appointed by the Minister under section 244 of the Public Works Act 1928, or section 3 of the Tramways Amendment Act 1910, as an Inspector:

“Manager”, in respect of any tramway, means the General Manager referred to in section 241 of the Public Works Act 1928:

“Minister” means the Minister of Works and Development:

“Motorman” means the person acting as motorman or driver in charge of the motive power of any carriage:

“Motorman’s platform”, in respect of a carriage with driving controls, means the part of the carriage where the controls for the time being in use by the motorman are situated and which is not available for the use of passengers except in the course of boarding or leaving the carriage:

“One-man carriage” means a carriage on which the motorman, besides being the driver, is in charge of the car and the collection of fares from its passengers without the assistance of a car conductor or other person travelling on the carriage:

“Tramway” means a tramway authorised or deemed to be authorised under the Tramways Act 1908, except tramways referred to respectively in sections 15 and 16 of that Act and in section 6 of the Tramways Amendment Act 1911, and except the tramways other than cable tramways referred to in section 3 of the Tramways Amendment Act 1913:

“Tramway system” includes all tramways conducted by the same promoters as a single undertaking and so constructed that rolling stock may move freely from one part of the system to another, notwithstanding that the tramways or parts thereof may have been the subject of separate authorisations.

PART II

INSPECTION OF CARRIAGES

3. Assistance to be given to Inspector—The Manager and promoters at any time and from time to time as an Inspector may require shall, without charge, give every facility for expediting the inspection of any carriage or its separate parts, or for any testing or weighing thereof; and, if requested to do so, shall supply all tools and workshop equipment that it is reasonably possible for him or them to provide for the prompt inspection of the carriage; and shall also provide, without charge, any motive power, and any skilled or unskilled labour, that may reasonably be required during the inspection.

4. Accidents—(1) Subject to subclause (2) of this regulation, in the event of a carriage’s being involved in an accident that is or might reasonably be thought to be due to a fault or defect in the mechanical condition of that carriage, and that causes death or serious injury to any person or causes serious damage to property, that carriage shall be taken directly to the shed or other place approved by an Inspector and shall there remain in the charge of the Manager untouched until examined and, if necessary, tested by an Inspector in the presence of

the Manager and of the motorman, and of an official of the employees' union, and of any person seriously injured or whose property has been damaged if he desires to be present:

Provided that in the case of any person seriously injured or killed his representative may attend the testing, and that any motorman who is incapacitated may be represented by any other motorman.

(2) The promoters shall not be required to hold a carriage available for inspection under subclause (1) of this regulation for a longer period than 24 hours after the accident, but no Sunday or holiday shall be counted part of that period.

(3) The motorman in charge of any carriage involved in any such accident shall, if he so requests, be relieved from duty as soon as possible thereafter for such period as is reasonably necessary to enable him to prepare a report on the accident.

5. Motorman to report unsafe carriage—Every motorman who has reason to believe that the carriage he is called upon to drive is unsafe or that any of the equipment to be operated by him has deteriorated below the standard required by these or any other regulations provided in that behalf shall so state in writing to the Manager, giving details, and if the matter affects safety and is not forthwith effectively remedied, he may demand an examination by an Inspector.

PART III

LICENCES

6. Carriages to be licensed—No promoters or manager shall use or cause or permit to be used on a tramway a carriage in respect of which a licence or temporary permit issued under these regulations is not for the time being in force, or use or permit to be used on a tramway a carriage licensed or permitted to be used under these regulations in a manner or to an extent not authorised by the licence or permit.

7. Form of licence—Every licence shall be issued by an Inspector in writing under his hand and shall be in the form set out in the Schedule to these regulations or to the like effect, and may, in addition to the provisions indicated in that form, contain such conditions as the Inspector thinks necessary.

8. Expiry of licence—Except where it has been earlier revoked, every licence shall expire on either the 1st day of March 1984 or on the expiration of 5 years from the date it was issued, whichever is the later; but a further licence may, in accordance with these regulations, be issued to replace any licence that has expired or is about to expire.

9. Further licence may contain new conditions—Where a further licence is issued to replace any licence that has expired or is about to expire, it may contain conditions that differ from or are additional to those contained in the earlier licence.

10. Issue of temporary permit—Pending the issue of a licence, an Inspector may, by writing under his hand, issue a temporary permit for the use of a carriage, and any such permit may at any time be revoked by an Inspector at his discretion by notice in writing delivered to the Manager, and shall also be subject to suspension and revocation in the same manner as a licence, and while in force shall have the effect of a licence; but every such permit shall expire either on the 1st day of March 1980 or on the expiration of 12 months from the date it was issued, whichever is the later.

11. Carriages to be numbered—(1) Before applying for a licence for any carriage the promoters shall assign a number to it and cause that number to be conspicuously painted on the exterior of each end of the carriage.

(2) The number so assigned shall be a number not assigned (whether before or after the coming into force of these regulations) to any other carriage of the same tramway system, whether or not that other carriage be still in use on the system.

12. Numbers to remain unaltered—The promoters shall not without the written consent of an Inspector alter the number assigned to any carriage under these regulations.

13. Display of numbers—The promoters shall at all times when any carriage is in use cause the number assigned to it to be conspicuously displayed on the exterior of each end of the carriage, and also in such positions in its interior as an Inspector may from time to time by notice in writing to the Manager require.

14. Numbering where systems amalgamated—Upon the amalgamation of any 2 or more tramway systems into one the promoters shall take such steps for distinguishing the carriages of the previous systems as an Inspector, with the approval of the Minister, may require.

15. Carriage becoming unsafe—(1) If at any time during the currency of a licence an Inspector is of opinion that the carriage to which it relates is not fit or safe for use, he may, by written notice delivered to the Manager, require its use to be discontinued until it has been made fit and safe for use to the satisfaction of an Inspector.

(2) No promoters or Manager shall use or cause or permit to be used on a tramway a carriage in respect of which a notice has been given under subclause (1) of this regulation until such time as an Inspector signifies in writing to the Manager that it has been made fit and safe for use to the satisfaction of the Inspector; and until that time the licence relating to that carriage shall be suspended and shall be deemed not to be in force.

(3) If the promoters fail within such reasonable time as the Minister determines to make fit and safe for use to the satisfaction of an Inspector a carriage in respect of which a notice has been given under subclause (1) of this regulation, the Minister may thereupon, or at any

time thereafter, by notice in writing under his hand given to the promoters, revoke the licence; and in that case the promoters shall forthwith surrender the licence to the Minister.

16. Damage to carriage—If at any time a carriage meets with serious damage so as to make it unfit for use, the Manager shall, within 24 hours thereafter, send written or telegraphic notification of the damage to an Inspector, and the licence shall be suspended and be deemed not to be in force from the time when the damage occurs until such time as an Inspector signifies in writing to the Manager that the carriage is again safe and fit for use.

17. Amendment to licence—(1) An Inspector may at any time by notice in writing to the promoters require a licence to be produced to him for the purpose of modifying as he thinks fit any specification therein relating to the maximum number of passengers to be carried on the carriage to which it relates, and the promoters shall forthwith produce the licence accordingly, and the Inspector may thereupon amend it or, if he thinks fit, cancel it and issue a substituted licence containing the effect of the amendment and return the amended licence or deliver the substituted licence to the promoters; and any amended or substituted licence shall thenceforth take effect according to its tenor.

(2) Upon making any alteration to the fittings of a carriage that has or may have the effect of reducing the accommodation available for seated or standing passengers, the promoters shall forthwith give notice in writing thereof to an Inspector.

18. Further licence or permit may be issued—Nothing in these regulations shall prevent the issue, at the discretion of an Inspector, of a licence or permit in respect of any carriage a previous licence or permit relating to which has been revoked.

PART IV

PASSENGER ACCOMMODATION

19. Maximum number of passengers—Every licence for a carriage intended for the carriage of passengers shall specify the maximum number of passengers who may be carried—

(a) Seated in each respective closed or open compartment or platform or other portion of the carriage; and

(b) Standing in each respective closed or open compartment or platform or other portion of the carriage,—

those numbers to be specified separately in respect of seated and standing passengers, and, to the extent that an Inspector thinks necessary, separately in respect of any defined portion of the carriage.

20. Measurement of seating capacity—The number of passengers authorised to be carried seated shall not exceed the seating capacity of the carriage or portion of a carriage concerned measured at the rate of one passenger for each complete 0.4 m of the width of each seat.

21. Proportion of seated to standing passengers—Except in the case of a carriage forming part of the Kelburn cable car tramway, the aggregate number of passengers authorised to be carried in the carriage shall not exceed by more than three-fourths the number of passengers authorised to be carried seated in the carriage.

22. No standing passengers on upper deck—No passenger shall be authorised to be carried on any stairway or to be carried standing on the upper deck of any double-decked carriage.

23. Further limitation on standing passengers—The number of passengers authorised to be carried standing in any portion of the carriage shall not exceed the number that, in the opinion of an Inspector, can be so carried without unduly inconveniencing other passengers and without unduly impeding a conductor, fare-collector, or motorman, in performing his duties.

24. Standing passengers may be prohibited—A licence may prohibit the carriage of passengers standing in a carriage or in any specified part of a carriage if in his discretion an Inspector thinks such a prohibition desirable.

25. No passenger to be carried on motorman's platform—Nothing in these regulations or in any licence shall be deemed to authorise the carriage of any person in that part of a carriage which is for the time being in use as the motorman's platform.

26. Notice to be displayed—At all times when a carriage is in use the promoters shall cause to be displayed in each compartment or platform or other portion of the carriage in respect of which the maximum number of passengers to be carried is separately specified, and in such position therein as is required by an Inspector, a conspicuous notice of the maximum number of passengers authorised to be so carried, in the form or to the effect following, as the case may require:

“This carriage (*or compartment, or deck, or platform*) is licensed to carry (..... persons seated and) persons standing (except when in use as motorman's platform),”
and the numbers to be stated in the notice shall be the respective maximum numbers authorised for the time being by the licence.

27. Notice on upper deck—At all times when a double-decked carriage is in use the promoters shall cause to be displayed affixed to the trolley-standard or in some other prominent position on its upper deck a notice to the effect that passengers are forbidden to travel standing on the upper deck.

Duties of Passengers

28. Boarding of full carriages—(1) No person shall board or attempt to board any carriage in use in which there is already being carried the maximum number of passengers authorised by the licence, if the conductor has forbidden him to board the carriage.

(2) No person shall enter any portion of a carriage in which there is already being carried the maximum number of passengers authorised by the licence, if the conductor has forbidden him to enter that portion of the carriage.

(3) Any person who has boarded a carriage or entered any portion of a carriage in breach of this regulation shall forthwith, if required by the conductor, leave the carriage if at rest, or when it next comes to rest, or, as the case may be, leave that portion of the carriage.

(4) For the purposes of this regulation, a child under the age of 5 years and in arms shall not be counted as a passenger.

29. Travelling on certain parts of carriage prohibited—No passenger shall travel—

- (a) On any stairway of a carriage; or
- (b) On a motorman's platform; or
- (c) On any part of a carriage in which the carriage of passengers is prohibited by the licence and where a notice to that effect is conspicuously displayed; or
- (d) Standing on the upper deck of a double-decked carriage.

30. Boarding of carriages generally—(1) No person shall board or leave, or attempt to board or leave, a carriage—

- (a) While it is in motion; or
- (b) Except by means of steps provided and in position for the purpose.

(2) No person shall enter or attempt to enter at any entrance of a carriage until the passengers desiring to alight from that entrance have done so.

(3) No person shall board or attempt to board a carriage at a terminus before it has been made ready for the ensuing trip.

31. Conductor's bell—No passenger shall use a conductor's bell if the cord by which it is actuated is clearly indicated as being not for the use of passengers or as being solely for the use of the conductor.

32. Interference with equipment—No person other than a conductor or motorman, or a tramway employee authorised by one of them, shall remove or interfere with or attempt to remove or interfere with any barrier on any carriage, or interfere or attempt to interfere with any step or other equipment of any carriage.

33. Brakes—Except in case of emergency, no person other than a conductor or motorman or other tramway employee shall actuate or attempt to actuate any braking mechanism of a carriage.

34. Travel for special purposes—Notwithstanding the foregoing provisions of these regulations, it shall be lawful for an Inspector, or any person authorised by an Inspector, or any tramway employee authorised in that behalf by the promoters, to travel in any portion of a carriage for the purpose of testing, examining, or observing, or being taught the operation of, the carriage.

PART V

DRIVING AND SPEED

35. Driving—No person shall drive any carriage, or cause or permit any carriage to be driven or to travel or move,—

- (a) Recklessly or negligently, or without due care and attention, or without reasonable consideration for other persons, or while any person is in the act of boarding or leaving or is attempting to board or leave the carriage; or
- (b) At a speed exceeding 50 km/h; or
- (c) In any part of a tramway at a speed exceeding the maximum allowable speed for that part of the tramway according to the schedule of maximum allowable speeds prepared under regulation 36 of these regulations and for the time being in force.

36. Maximum allowable speeds—(1) A Schedule of maximum allowable speeds throughout each part of every tramway shall be prepared by an Inspector and delivered to the Manager of the tramway, and shall be subject to amendment by an Inspector from time to time as may be necessary in the interests of public convenience and safety.

(2) Every such schedule shall have effect on and after a date to be stated therein, being not less than 6 days after the date of delivery.

(3) All timetables shall take into account the speeds permitted by that schedule, and shall in addition make reasonable allowance for taking up and setting down passengers, and other causes of loss of time.

PART VI

EQUIPMENT OF CARRIAGES

37. Description of carriages—Every Manager shall from time to time, when requested to do so, supply the Minister with a full description of each carriage in use on the tramway, with its number.

38. Carriages to be maintained—(1) The promoters shall provide and maintain on every carriage such equipment, appliances, and furnishings as will, in the opinion of the Minister, be sufficient to ensure the safety of passengers, of the tramway employees, and of the general public, and in particular the equipment, appliances, and furnishings hereinafter required.

(2) In deciding what equipment, appliances, and furnishings are sufficient for carriages forming part of funicular tramways, the Minister shall take into account any standard promulgated by the International Organisation for Standardisation that he considers relevant.

39. Carriages forming part of funicular tramways—Regulations 40 to 56 of these regulations shall not apply to any carriage forming part of a funicular tramway.

40. Brakes—(1) Every carriage shall be provided with 2 brakes, each capable of being actuated by the motorman, both of which shall be available for constant use in the ordinary traffic service of the tramway and each of which, alone with a good rail and when sand is used, shall, upon the grades and from the speeds respectively set forth in the following table, be sufficient to stop the carriage within the distances specified in the table:

Table of Stopping Distance in Metres

Grades		Speeds in km/h, Not Exceeding								
		16	19	22	24	26	28	30	32	34
Level	..	6.5	9.0	11.5	13.5	15.0	17.1	20.0	22.0	24.5
1 in 100	..	6.8	9.3	11.9	13.8	15.7	17.8	20.6	22.8	25.3
1 in 50	..	7.1	9.6	12.3	14.2	16.3	18.4	21.4	23.8	26.4
1 in 33	..	7.6	10.0	12.8	14.8	16.9	19.0	22.3	24.8	27.4
1 in 25	..	7.6	10.2	13.4	15.4	17.5	20.0	23.3	25.8	28.7
1 in 20	..	7.9	10.6	13.8	16.0	18.3	20.9	24.2	27.0	30.1
1 in 16	..	8.2	11.3	14.8	16.9	19.3	22.2	26.3	28.8	31.9
1 in 14	..	8.6	11.9	15.4	17.8	20.3	23.0	27.0	30.2	33.5
1 in 12	..	9.2	12.6	16.4	18.8	21.7	24.7	28.9	32.0	35.7
1 in 11	..	9.7	13.2	17.1	19.8	22.7	25.8	30.3	32.6	37.5
1 in 10	..	10.1	13.8	18.2	21.0	23.9	27.3	32.2	35.6	39.7
1 in 9	..	10.9	15.1	19.7	22.5	26.0	29.6	34.9	38.5	43.0
1 in 8.33	..	11.5	16.0	20.9	24.2	27.8	31.6	37.2	41.5	46.1

Grades		Speeds in km/h, Not Exceeding						Deceleration in Metres/sec./sec. for Standard Stopping Distances on Given Grades	
		36	38	40	42	44	46		48
Level	..	27.0	29.4	32.2	36.1	39.2	43.2	46.7	2.24
1 in 100	..	27.9	30.5	34.4	37.4	40.4	44.7	48.2	2.15
1 in 50	..	29.0	31.8	35.8	38.9	42.2	46.8	50.3	2.05
1 in 33	..	30.2	33.2	37.5	40.7	44.1	48.9	52.7	1.94
1 in 25	..	31.7	34.6	39.1	42.6	45.9	51.0	54.8	1.85
1 in 20	..	33.0	36.4	40.9	44.4	48.1	53.7	57.6	1.75
1 in 16	..	35.1	38.7	43.7	47.5	51.2	57.0	61.6	1.63
1 in 14	..	36.9	40.5	45.8	49.9	53.6	60.0	64.5	1.55
1 in 12	..	39.5	43.4	49.1	53.3	57.7	64.5	69.4	1.43
1 in 11	..	41.4	45.5	51.6	56.0	60.4	67.5	72.7	1.35
1 in 10	..	43.8	48.2	54.7	59.4	64.4	72.1	77.6	1.26
1 in 9	..	47.4	52.1	59.3	64.6	69.7	78.1	83.9	1.16
1 in 8.33	..	51.0	56.0	63.7	69.2	75.2	83.8	90.3	1.07

(2) For the purposes of this regulation the term "good rail" means a rail that, in the opinion of an Inspector, is in such condition as adequately to conduce to the maximum efficiency of the brakes.

(3) For the purposes of any brake test that an Inspector may at any time think fit to make, the promoters shall supply a suitable speed-indicating instrument.

41. Increase in brake standards—If the Minister is of opinion that, owing to special conditions, the braking power required by regulation 40 of these regulations is insufficient for any route, he may from time to time, by notice in writing to the promoters, require the promoters to increase to a standard or standards specified by him the braking-power of all carriages or of carriages of specified types used on that route; and the standard or standards so specified shall, while that requirement is in force, be deemed in respect of the route in question and in respect of all carriages or, as the case may be, carriages of types specified by the Minister, to be substituted for the requirement set out in regulation 40 (1) of these regulations.

42. Emergency brakes—(1) Every carriage shall be provided with an emergency brake, which may be one of the brakes required by regulation 40 of these regulations, that is capable of immediately and continuously reducing the speed of the carriage and of bringing it to rest.

(2) Every emergency brake shall be available at all times for instant use and shall be capable of being operated from about the middle of the carriage and also from each end platform of the carriage.

(3) Every handle of an emergency brake shall be painted red, and there shall be displayed near every such handle a conspicuous notice directing attention to the emergency brake, the method of operating the emergency brake, and the maximum penalty for improper use of the emergency brake.

(4) No person shall interfere with or operate any emergency brake except for the purpose of stopping the carriage in an emergency.

43. Brake handles—Every carriage other than an electric carriage fitted with brakes operated through the controller shall have the handles of the brakes, other than hand brakes, thermally insulated and so arranged as to be always under the control of the right hand of the motorman.

44. Brake staffs—Each brake staff actuating a hand brake shall be provided with an automatic detent capable of being released by the foot of the motorman or conductor.

45. Petrol and steam locomotives—The requirements of regulations 43 and 44 of these regulations may, in the case of petrol or steam locomotives, be modified at the discretion of an Inspector.

Lights

46. Headlights—(1) A headlight shall be provided on the outside of the dashboard at each end of every carriage, placed in the centre laterally and in such a position vertically that its centre is not less than 0.8 m nor more than 1.4 m above rail level.

(2) The headlight shall be focused and adjusted so that, under all conditions of use, the centre line of the main beam of light—

(a) Does not rise above a horizontal plane when the carriage is on a horizontal surface; and

(b) Is projected in a direction either parallel to the longitudinal centre line of the carriage or leftwards from that line.

(3) The headlight shall show a white light, which shall not be of such dazzling brilliance as to affect the vision of a person or animal being approached by the carriage.

(4) The headlight shall be of sufficient power to enable substantial objects and the nature of the road to be clearly visible during hours of darkness under normal driving and atmospheric conditions to a driver of normal vision at a distance of at least 50 m directly in front of the vehicle.

(5) The headlight shall be provided with a reflector or reflectors so constructed, adjusted, and maintained as to concentrate the greatest possible illumination on the track, with sufficient lateral dispersion for a reasonable distance on each side of the track for the forward distance specified in subclause (4) of this regulation.

47. Tramways sufficiently illuminated—Regulation 46 of these regulations shall not apply to a carriage so long as it is used solely on any tramway, or on any route being part of a tramway, in respect of which the Minister has certified in writing that in his opinion every part of that tramway or route is that during those hours of darkness in which the tramway service is normally carried on, sufficiently illuminated from some artificial source other than headlights to render clearly visible a pedestrian or similar substantial object at a distance of 65 m.

48. Tail-lights—(1) A tail-light shall be provided on the outside of the dashboard at each end of every carriage, placed in the centre laterally and in such position vertically that the centre of the tail-light is not less than 1 m nor more than 5 m above rail-level.

(2) The tail-light shall show a red light and shall be visible at a distance of 100 m under normal atmospheric conditions.

49. Private ways—(1) Except for regulation 46 (3), the provisions of regulations 46 to 48 of these regulations shall not apply to a carriage used solely on a private way that the public do not substantially use as a thoroughfare.

(2) Every carriage used solely on a private way as aforesaid shall be provided with an adequate headlight at all times when it is being used during hours of darkness.

Miscellaneous Equipment Required

50. Driving controls—In every carriage with driving-controls, provision shall be made to the satisfaction of an Inspector for—

- (a) Protecting the motorman from contact with passengers who may be thrown forward by sudden checking of the momentum of the carriage; and
- (b) Protecting the motorman from draughts while the carriage is in motion; and
- (c) Eliminating from the windshields reflection from the interior of the carriage; and
- (d) Protecting controls at either end of the carriage against unauthorised interference; and
- (e) Reserving ample space for the motorman and conductor about the controls.

51. Seats—Every carriage with driving-controls shall be provided with an adjustable seat for the motorman properly fitted and upholstered and of a height sufficient to enable the controller-handles to be easily worked.

52. Windscreens and mirrors—(1) Every carriage with driving controls shall at all times be provided with—

- (a) Efficient automatic windscreen wipers; and
- (b) Efficient means of protecting the driver's vision against direct brilliant light, whether natural or artificial.

(2) Every carriage, except a carriage where passengers board and alight at the front end only, shall at all times be provided with rear-vision mirrors so placed to the satisfaction of an Inspector, as to give the motorman a clear view along the near side of the carriage.

53. Glass ends—(1) Every carriage used for the conveyance of passengers or as a baggage car shall be provided with glass ends.

(2) In the case of a carriage with driving controls, the glass ends shall enclose the motorman's platform, but in the case of any other carriage it shall be sufficient if the glass ends enclose the portions of the carriage in which seating accommodation for passengers is provided.

(3) In the case of a carriage with driving controls, that portion of the glass end that is immediately in front of the motorman's seat shall be constructed of safety-glass of a kind approved by an Inspector.

(4) This regulation shall not apply to the upper deck of a double-decked carriage.

54. Equipment generally—Every carriage shall be provided with the following equipment, furnishings, and appliances:

- (a) An automatic lifeguard affixed at each end, of a pattern to be approved by the Minister, having regard to standard practice:
 Provided that in the case of a locomotive it shall be sufficient compliance with the requirements of this paragraph if any lifeguard, whether automatic or not, is affixed at each end to the satisfaction of an Inspector:
- (b) Steps at every entrance fitted in such positions as to enable passengers and tramway employees safely to enter and alight at the near side of the carriage, the steps to be rendered reasonably safe so as to prevent persons from slipping thereon:
- (c) Effective barriers for every entrance capable of being kept closed when the entrance is on the off-side of the carriage:
 Provided that an Inspector may, by permission in writing, grant exemption from this requirement, but such permission may at any time be withdrawn by notice in writing from an Inspector to the promoters:
- (d) A loud-sounding gong or whistle so fixed as to enable the motorman to give warning of the approach of the carriage:
- (e) Convenient grip-handles or hanging straps or other means of support, sufficient in number and suitably placed so as to provide for the safety of passengers and tramway employees:
- (f) At least 2 systems by which warning-signals may be sounded on the motorman's platform, of which one shall be a bell intended for use by the conductor and actuated by pulling a cord running above the aisle and close to the ceiling of the carriage, and one shall be a bell or buzzer intended for use by passengers and actuated by pressing a button or pulling a switch rope, the buttons or ropes being sufficient in number and suitably placed for the passenger's convenient use:

- (g) Four sand boxes placed so that sand is delivered as far as is practicable on each rail, both on the curve and on the straight, close to and in front of each leading driving-wheel, save that on a carriage equipped with 4 motors the sand may be delivered between the wheels of the leading bogies:
- (h) A lifting-jack of sufficient power to raise one end of the carriage:
- (i) Lamps sufficient in number and suitably placed to illuminate clearly the whole of the interior and platforms and steps of the carriage during hours of darkness.

55. Further equipment for electric carriages—Every electric carriage shall be provided with the following equipment, furnishings, and appliances:

- (a) A switch at each end of the carriage, placed under the canopy and within easy reach of the motorman, for switching off the current to the motors and designed to combine the functions of a switch with those of an automatic circuit-breaker or cut-out for protecting the motors against an overload, and of such a type or in such a position that the flash shall not be liable to injure the motorman or any other person nearby:
Provided that if the switches are wired in series one only of them need comprise an automatic circuit-breaker or cut-out.
- (b) In the case of a double-decked carriage, a red lamp or other automatic indicator fixed under each canopy placed in series with the trolley-standard and earth to indicate any leakage of current:
- (c) An efficient lightning-guard and kicking-coil:
- (d) A device for interlocking the power and reversing shafts of the controller so that it is not possible to reverse the motors while the power is on or to apply power while the reversing-handle is in the "off" position:
- (e) A device to make it possible to remove the reversing handle only when in the "off" position.

56. Electric carriages built after 1 December 1947—Every electric carriage built after the 1st day of December 1947 shall be provided with the following equipment, furnishings, and appliances:

- (a) An automatic control of the "dead man" type:
- (b) A controller placed on the left-hand side of the platform so as to be conveniently operated by the left hand:

Provided that in approving the design or construction of a carriage, the Minister and an Inspector shall, in addition to other considerations, have regard to the desirability of obtaining and preserving upon all carriages intended for use on the same tramway system uniformity of the design and relative location of all essential controls to be operated by the motorman and conductor.

Prohibited Obstructions

57. Obstructions—No carriage shall have any avoidable obstruction of any nature that might interfere with the motorman's near or distant vision whether in front or to the right or left.

58. Roofs on double-decked carriages—No double-decked carriage shall, except with the approval in writing of the Minister, have any roof or covering over the upper deck.

59. Windows—Except as may be required at the motorman's end of the carriage, no window of a carriage shall be obscured or obstructed so as to prevent a clear view of the interior of the carriage by the conductor or an outside view by every passenger.

PART VII

USE OF CARRIAGES

60. Carriages not to be used without prescribed equipment—(1) No promoters or Manager shall cause or permit to be driven or otherwise used for the conveyance of passengers, any carriage not provided with the equipment, appliances, and furnishings specified in Part VI of these regulations or any carriage not complying with the requirements of Part VI so far as applicable to the carriage.

(2) No promoters or Manager shall cause or permit to be driven or otherwise used for the conveyance of passengers, and no person shall drive or otherwise use for the conveyance of passengers, any carriage in which any of the equipment, appliances, and furnishings specified in Part VI of these regulations and applicable to the carriage are not in good and efficient working order and condition.

(3) No person shall drive a carriage in respect of which the requirements hereinafter in this Part of these regulations contained are for the time being not complied with.

61. Use of lights—The headlight and tail-light required by these regulations shall be displayed at all times when a carriage is in use—

- (a) During hours of darkness; or
- (b) At any other time when there is not sufficient daylight to render clearly visible a person or vehicle at a distance of 50 m; or
- (c) At such other times as may in the opinion of the motorman be necessary:

Provided that when 2 or more carriages are coupled together the headlight shall be displayed on the leading end of the leading carriage and the tail-light on the trailing end of the rear carriage.

62. Off-side barrier to be closed—During every journey, except in case of emergency, the entrance barriers on the off-side of the carriage shall be kept closed.

63. Signals—The conductor and motorman shall employ the following code in using the warning signals to be sounded on the motorman's platform—

Stop the carriage	.....	.....	.....	One ring
Start the carriage	.....	.....	.....	2 rings
Carriage full	.....	.....	.....	3 rings
Emergency stop	.....	.....	.....	4 rings

64. Sand-boxes—Every sand-box shall be kept well supplied with dry sharp sand.

65. Lifting-jack—The promoters shall cause sufficient tuition to be given to tramway employees in the use of lifting-jacks.

66. Lamps—The lamps serving to light the interior and platforms and steps of a carriage shall be displayed at all times when the carriage is in use during hours of darkness.

67. Carriage of baggage—No baggage or goods or other articles shall be carried in any position where they interfere with the working of the brakes or hamper the tramway employees or jeopardise their safety.

68. Motorman's platform—No person shall travel on the motorman's platform of any carriage except an Inspector or a person authorised by an Inspector, or a tramway employee authorised by the promoters so to travel in the course of his duties, and no motorman or conductor shall permit any person so to travel except as aforesaid.

69. Changing of steps and barriers—No motorman, conductor, or other person, whether authorised by one of them or not, shall change over the steps and barriers on any carriage to alter the side for alighting, until the carriage has come to rest in a position whence it will proceed in the reverse direction and all passengers desiring to alight have done so.

PART VIII

GENERAL

70. Car report-book—(1) The Manager shall cause to be kept for the carriages to be used a book or books, of a description and form approved by the Minister, called a "Car Report-book"; and in such book or books, or on loose leaves thereof provided for the purpose, shall be entered by the motorman, on completing each day's work, or on leaving the carriage for the day, or on handing over to another motorman, or as soon thereafter as practicable, in a permanent manner, his daily report as to any defect in the mechanism or equipment of every carriage upon which he has acted as motorman, together with such other particulars as are required to be entered in the Car Report-book.

(2) The said book or books shall be kept in a place or respective places determined by the Manager, but so that the book or books and all loose leaves thereof shall be easily accessible to the motormen employed on the tramway system, and shall at all reasonable hours be open to the inspection of any officer of the promoters, any certificated motorman employed on the tramway, any officer of the employees' union, an Inspector, or any person authorised by the Minister or an Inspector to inspect the same.

(3) The reports shall be preserved for a period of at least 2 years.

71. Exemptions—The promoters of any tramway may make written application to the Minister for the exemption of any carriage or class of carriage from any of the requirements of these regulations, except the regulations contained in Part IV hereof, setting forth the reasons for the application and the terms of any conditions proposed to be imposed with the exemption applied for.

(2) The promoters shall deliver a copy of every such application to the Public Passenger Transport Association, the employees' union, and an Inspector, and furnish to the Minister evidence that they have done so, and the Minister shall consider with the application any representations relative thereto received by him within 14 days of his receipt of the application.

(3) Upon any such application as aforesaid the Minister may, by notice in writing given to the promoters, exempt any carriage or class of carriage from any of the requirements of these regulations, except the regulations contained in Part IV hereof, to such extent and subject to such conditions as he thinks fit, including conditions as to the tramway or part of a tramway on which, under the authority of the exemption, the carriage or class of carriage may be used.

(4) Any such exemption may be granted to take effect during a specified period and if so granted shall cease to have effect at the expiry of that period, and if not so granted may at any time be withdrawn by notice in writing given by the Minister to the promoters.

Appeals

72. Appeals—(1) Any promoters may appeal in writing to the Minister at any time against any decision of an Inspector, and the Minister may fix a time and place for hearing the appeal and may either permit oral representations and evidence to be given before him or require that any representations and evidence to be tendered shall be by way of written statements and reports.

(2) In deciding an appeal the Minister may uphold or reverse the decision appealed from, or may vary it as he thinks fit, or substitute for it any other decision that an Inspector has power to make; and the decision of the Minister shall be final and shall be communicated to the promoters and the Inspector concerned.

(3) An appeal against an Inspector's decision shall not excuse the promoters from complying with any requirements thereby imposed pending the decision of the appeal by the Minister.

73. Offences and penalties—Every person who acts in contravention of or fails to comply with any provision of these regulations commits an offence, and shall be liable, on summary conviction, to a fine not exceeding \$200.

74. Revocations—The following regulations are hereby consequentially revoked:

- (a) The Tramway Carriage Regulations 1947:
- (b) The Tramway Carriage Regulations 1947, Amendment No. 1:
- (c) The Tramway Carriage Regulations 1947, Amendment No. 2.

SCHEDULE

FORM OF LICENCE

THE carriage hereinafter described is hereby licensed in terms of the Tramways Amendment Act 1910, and the regulations made thereunder for use on the tramway system or part thereof hereinafter described in the carriage of passengers to the numbers hereinafter specified and subject to suspension and revocation as provided by law.

SCHEDULE—*continued*
 [*Here insert any other conditions*]

Carriage—Type: Number:
 Tramway system (or part of system): (excluding).
 Maximum number of passengers to be carried: aggregate seated,
; standing,; total,
 In (each) closed compartment: seated,; standing,
; total,
 In (each) open compartment: seated,; standing,
; total,
 In each end platform (when not in use as motorman's platform):
 seated,; standing,; total,
 In middle platform—standing:
 On upper deck—seated:

Dated at this day of 19....

Inspector.

P. G. MILLEN,
 Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the regulations, but is intended to indicate their general effect.

These regulations re-enact, with some amendments, the Tramway Carriage Regulations 1947. The amendments provide for licences to expire after 5 years, provide for every renewal of a licence to be by way of the issue of a fresh licence which may be subject to new conditions, provide for temporary permits to expire after 12 months, and exempt carriages on the Kelburn cable car tramway from certain of the provisions relating to other carriages.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 1 February 1979.

These regulations are administered in the Ministry of Works and Development.