

*Regulations under the Motor-omnibus Traffic Act, 1926, relating to the Design, Construction, and Condition of Motor-omnibuses.*

CHARLES FERGUSSON, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 10th day of May, 1928.

Present :

THE RIGHT HONOURABLE J. G. COATES, P.C., PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred on him by section eighteen of the Motor-omnibus Traffic Act, 1926 (hereinafter referred to as "the said Act"), His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby revoke the Motor-omnibus (Constructional) Regulations, 1926, the Motor-omnibus (Supplementary) Regulations, 1927, and the Motor-omnibus (Constructional) Amending Regulations, 1927, published in the *New Zealand Gazette* of the twenty-first day of December, one thousand nine hundred and twenty-six, and the twenty-sixth day of May, one thousand nine hundred and twenty-seven, and the thirteenth day of October, one thousand nine hundred and twenty-seven respectively, and doth hereby make the following regulations in amendment thereof or in substitution thereof; and doth hereby declare that this Order in Council shall come into operation on the first day of June, one thousand nine hundred and twenty-eight.

REGULATIONS.

GENERAL PROVISIONS.

1. THESE regulations may be cited as the Motor-omnibus (Constructional) Regulations, 1928.

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

"Body" includes all that portion of an omnibus designed to seat the passengers, driver, and conductor (if any), and to protect them from the weather:

"Chassis" includes all that portion of an omnibus exclusive of the body and body fittings:

"Omnibus" means a motor-omnibus as defined by the said Act:

"Seat" includes a single seat or a row of seats adjoining one another, whether divided by sides or not:

"Wheel-track" means the distance between the centres of the off-side and near-side wheels of a pair of wheels, and, when a pair of wheels consist of twin wheels on the off-side and twin wheels on the near side, means the distance measured along the axis from the centre of the off-side twin wheels to the centre of the near-side twin wheels:

"Continuous-cross-seat omnibus" means an omnibus which is fitted with seats the greater number of which cross the full width of the body and from which for at least every other row of seats a doorway is provided.

3. (1) Every omnibus licensed under the said Act at any time before the 1st day of August, 1927, shall comply with the conditions and requirements contained in Part I of these regulations.

(2) Every omnibus first licensed under the said Act after the 1st day of August, 1927, shall, save as hereinafter provided, comply with all the conditions and requirements of these regulations (whether contained in Part I or in Part II hereof).

(3) Every omnibus which is required to be licensed under the said Act by reason of the addition to the area of a motor-omnibus district or the constitution of a new motor-omnibus district subsequent to the 1st day of August, 1927, shall comply with the conditions and requirements of Part I of these regulations unless it is licensed for the first time later than nine months after the addition to or constitution of the motor-omnibus district as aforesaid, in which case it shall comply with all the conditions and requirements of these regulations (whether contained in Part I or in Part II hereof).

4. (1) The Minister of Public Works may in special circumstances, and subject to such conditions as he thinks fit to impose, grant exemption in respect of any omnibus from the provisions of any of these regulations, and may extend such exemption so that it may be applied at the discretion of the Inspecting Engineer to all omnibuses of the same make and model plying under similar conditions.

(2) Application for such exemption shall in every case be made by the owner (or intending owner) of the omnibus to an Inspecting Engineer of a motor-omnibus district within which the omnibus is operating or proposes to operate, and

shall state fully the grounds on which exemption is sought. The application shall state the name of the maker or makers of the omnibus, the chassis number, the engine number, the seating-capacity, the registration number under the Motor-vehicles Act, 1924, and any further particulars that the Inspecting Engineer may require.

(3) On receipt of an application for exemption, the Inspecting Engineer shall consider the same, and, if in his opinion it is frivolous or is based on trivial grounds, he may dismiss it without reference to the Minister.

(4) The financial circumstances of the owner shall not be a ground for application for exemption under this regulation.

5. For the purpose of the Motor-omnibus Traffic Act, 1926, an Inspecting Engineer may, at his discretion, make a report that an omnibus is in a fit condition to be licensed as an omnibus, save that certain requirements of these regulations require to be fulfilled, and in such case shall, by his certificate, state such requirements and fix a time limit or limits within which all or each of such requirements shall be complied with. The licensing authority may thereupon, in pursuance of the said report, issue a license in respect of the omnibus, subject to the condition that the said requirements be fulfilled within the said time limit or limits.

6. Every person who, for the purpose of these regulations, makes any statement or supplies any information that is false or misleading in any material particular, or who otherwise than in accordance with an order of exemption made under clause 4 hereof, or permission in terms of clause 5 hereof, uses for the purposes of a motor-omnibus service any omnibus that does not comply with the provisions or requirements of these regulations, shall be liable to a fine of £10.

PART I.

*Regulations applicable to all Licensed Motor-omnibuses.*

Doorways.

7. (1) There shall be fitted to each omnibus at least two doorways for entrance and egress, one of which shall be situated at least 7 ft. distant from and, if not at the extreme end of the omnibus, on the opposite side of the omnibus to the other doorway or the most remote one of any other doorways.

(2) One of the doorways need not be used save in cases of emergency, and, if intended for use only in such cases, shall be fitted with a door (hereinafter referred to as the "emergency door") kept securely latched until it is required to be used. The device for opening the emergency door shall at all times be capable of ready operation, and if such device includes a removable key shall be permanently fixed by a chain fastened within 18 in. of the keyhole. The keyhole shall be situated not higher than 4 ft. from the floor. In omnibuses fitted with an emergency door a conspicuous notice directing attention to the emergency door, and clearly indicating the means for opening it, shall be displayed inside the omnibus, towards the front thereof. Every emergency door shall be kept free of all obstruction outside the omnibus.

(3) A passage-way to the doorway or doorways in general use shall at all times be kept free and unobstructed, and if a passenger-seat is in the way of an emergency door the seat shall be readily removable in case of emergency.

(4) Every doorway shall be provided with a suitable non-slip tread-plate.

(5) More than one emergency door may be provided in an omnibus, in which case the foregoing provisions shall apply to all such emergency doors.

(6) A ready means of exit from the omnibus shall be at all times available for the driver.

(7) At least once a week every door in the omnibus shall be opened and closed, and any locks and other parts thoroughly tested to ensure that the doors and locks (if any) are maintained in good working-order.

Driver's Protection.

8. (1) There shall be no passenger-seat alongside the driver's seat or with its centre nearer than 3 ft. to the steering-wheel rim or to any change-gear or brake-lever, unless the passenger-seat is divided from the driver's seat by a permanent and transparent partition.

(2) The driver's seat shall be so situated that he can readily give prominent arm or mechanical signals for traffic purposes. Not less than 18 in. of space on each side of the centre of the steering-wheel from the driver's shoulders to the floor shall be allowed for the driver, but portion of such space may be included in the passage-way provided for by subclause (3) of the last preceding clause.

(3) There shall be no avoidable obstruction of any nature whatsoever on the omnibus which may interfere with the driver's near or distant vision, whether in front or to the right or left. No passenger or person shall at any time be allowed to be in such a position on the omnibus that he interferes