

with the driver's vision as aforesaid. Efficient means must be adopted to prevent interference with the driver's vision through the front wind-screen by rain or the rays of the sun or otherwise howsoever.

(4) A mirror or mirrors shall be provided so that the driver may have a view of the interior of the omnibus, and so also that he may observe traffic on the right and rear of the omnibus.

Liquid Fuel.

9. (1) Not more than forty-six Imperial gallons of liquid fuel shall be carried on any one omnibus at one time, save with the consent of the Inspecting Engineer, to be given only in special circumstances and for temporary purposes. No liquid fuel shall be carried otherwise than in the permanent carrying-tanks.

(2) The said tanks shall be properly constructed of durable material and shall be of ample strength for the purpose which they serve. They shall be so placed that any overflow shall not fall upon woodwork or be allowed to accumulate on the omnibus, and the filling inlet for the fuel must be brought without a joint to the outside of the body of the omnibus, and be placed as far as convenient, from a constructional point of view, from any doorway or exhaust piping, being not less in any case than 2 ft. therefrom.

(3) An aperture for the purpose of ascertaining the quantity of liquid fuel may be provided in that portion of the tank which is within the body of the omnibus. Such aperture shall be fitted with a securely screwed-in bushing, with a hole not exceeding 1 in. in diameter in the middle thereof, through which a metal depth rod shall pass. Such rod shall be permanently and rigidly attached at its upper end to a metal screw-on cap which itself shall properly and securely close the said aperture, except for any necessary air vent, while at the lower end of the rod there shall be provided a permanent stopper which will not pass through the said hole in the bushing, but will pass the tank aperture when the bushing is removed therefrom. The bushing shall not be removed save with the express approval of the Inspecting Engineer. The said aperture must be so situated that it will at all times, when the motor-omnibus is in use, be at a higher level than the filling-inlet.

(4) The filling-inlet must be provided with a cap, which shall be tightly fitted in position immediately after the fuel has been supplied to the tank.

(5) At the junction of each liquid-fuel supply-pipe and the tank there shall be a shut-off cock, readily accessible to the driver, for the purpose of turning off the supply of fuel from the tank.

(6) No liquid fuel shall be supplied to the omnibus while the engine is running.

Brakes.

10. (1) Every omnibus shall be fitted with at least two efficient independent brakes, one at least of which shall be operated by a pedal, and each shall be capable of stopping the omnibus from progressing in a forward or rearward direction under all conditions of its service. For the purposes of this clause brakes shall not be deemed to be independent if operated by the same connections or levers, or if they act upon the same brake-drums.

(2) Any brake which simultaneously applies the braking-pressure on two wheels or drums with a common axis shall be so designed or fitted with a compensating device that the braking effect is approximately the same on each road wheel. At least one brake exerting braking-pressure directly upon one pair of road-wheels (one on the off and the other on the near side) shall be fitted to each omnibus.

(3) For the purpose of testing the brakes the omnibus shall be presented either loaded or unloaded, as may be required by the Inspecting Engineer.

Alterations in Omnibus or Route.

11. (1) If the owner of an omnibus which is restricted by the Inspecting Engineer's report to specific routes desires to carry passengers in that omnibus over any route different in whole or in part from the said routes, the written approval of the Inspecting Engineer shall first be obtained.

(2) No alteration shall be made in the design or construction of the omnibus otherwise than for fair maintenance requirements, nor shall any bulky equipment or fittings be added without the prior written approval of the Inspecting Engineer. Any such alterations or any substantial replacements shall comply so far as is considered reasonable by the Inspecting Engineer with any relative requirements of these regulations, whether contained in Part I or in Part II hereof.

(3) On the presentation to the Inspecting Engineer of a motor-omnibus for inspection, a certificate signed by the owner shall be given with respect to any alterations made or proposed to be made in the route since the last inspection, and also with respect to any alterations in the brake mechanism

or gear ratio (including particulars as to the size and nature of tires) and in the general condition or structure of the omnibus. If no such alterations have been made, a certificate to that effect shall be given.

Fire-extinguishers.

12. (1) Every omnibus shall be provided with at least two suitable appliances for extinguishing fire. Such appliances must be either of the tetra-chloride type or some other type approved by the Fire Underwriters' Association as suitable for motor-vehicle service, and must at all times be effectively maintained, and must be carried one near the front doorway, placed so as to be readily accessible from both inside and outside of the vehicle, and one in a readily accessible position at the rear end of and inside the omnibus.

(2) The fire-extinguishers must not be allowed to inconvenience passengers, either by reason of their condition or position.

Signals.

13. There shall be available for every four passengers from each seat a ready and suitable means of signalling to the driver and to the conductor (if any).

Reflector.

14. A suitable red reflector shall be fitted to every omnibus in the proximity of the rear light as an extra protection in the event of the failure of the said rear light.

Fume, &c., Protection.

15. The omnibus must be so constructed and maintained that smells or fumes from the exhaust-pipe or other sources, or the heat from the motor, exhaust-pipe, or generator shall not injuriously affect any part of the omnibus, or injuriously affect or interfere with the comfort of the passengers or driver.

Destination Sign.

16. On the front of the omnibus, not lower than 4 ft. from the ground, and above the driver's normal line of vision, words to indicate for every single journey the destination and also, at a reasonable height on both sides thereof, the destination and general route of the omnibus shall at all times be kept so as to be clearly visible to persons of normal sight at a distance of seventy-five yards. At all times while the omnibus is by law required to be lighted a front indicator containing the information aforesaid shall be clearly illuminated.

Tires.

17. Each tire of an omnibus shall be made of soft or elastic material such as rubber, and must be of good quality throughout, and shall always be maintained in a safe and satisfactory condition and with the view of minimizing vibration.

Electric Wires.

18. Wires conducting electric current must be properly insulated, and be protected from injury, and shall be so placed as to minimize the risk of danger from short-circuits or other causes.

Oil Protection.

19. The exhaust-pipe must not be placed where oil or any inflammable or vaporizable material is likely to be dropped upon it. The dripping of grease and oil upon the roadway shall be reduced to a minimum.

Accumulation of Benzine, &c.

20. When a guard, tray, or undershield is fixed beneath the engine, carburetter, or fuel-tank it must be so constructed that any overflow of liquid-fuel is not retained thereon.

Steering.

21. Steering-gear and all connections thereof must be of ample strength, and their design and leverage must be such as to give convenient and sensitive control.

Protection of other Traffic.

22. Every omnibus shall be so constructed that it is able to turn any corner on its route without the need for using the reverse gear, and without unduly interfering with other traffic.

Protection from Vibration.

23. All brake and steering connections and all parts connected by bolts or by studs and nuts which are subject to severe vibration must be fastened by lock-nuts, castellated nuts with pins, or by nuts with approved spring washers or lock-nut washers.