

Protection from Breakages.

24. On every omnibus there shall be provided to the satisfaction of the Inspecting Engineer effective and sufficient means of control to restrict the field of swing of the driving shaft in the event of breakage of either the driving-shaft or the gear-box.

Protection from Chains, &c.

25. Driving-chains and sprockets fitted to any omnibus must be protected by suitable guards.

Luggage, &c.

26. Reasonable provision must be made for the carriage within the omnibus of passengers' parcels, and also safe and reasonable provision must be made for the carriage on the omnibus of passengers' luggage and other belongings.

Spare Wheel, &c.

27. Every omnibus must be provided with a spare properly equipped wheel, or with a spare rim and tire, ready for service.

Tools.

28. A tool-box shall be carried containing sufficient and suitable tools and renewable parts to meet all reasonable road needs:

Provided that any omnibus may, at the discretion of the Inspecting Engineer, by writing under his hand, be exempted for the duration of the current license or such shorter period as may therein be stated, either in whole or in part, from the requirements of this regulation or of Regulation 27.

Towing.

29. No omnibus shall be used for the carriage of passengers when, owing to accident or breakdown, it is in such condition that it is required to be towed by another vehicle.

Lockers.

30. Suitable lockers, not more than two in number, containing two efficient jacks and other appliances necessary, in the opinion of an Inspecting Engineer, for cases of emergency, shall be provided in each omnibus, and the owner of such omnibus shall provide for the efficient tuition of the driver and conductor (if any) in the use of such jacks and appliances.

Loading.

31. (1) The fact that in the opinion of the Inspecting Engineer the chassis of any omnibus is carrying, or in service is likely to carry, a greater load than it was designed by the makers, regularly and continuously, to carry, may be a ground for refusal by the Inspecting Engineer to make a report in terms of Section 6 (3) of the said Act that the motor-omnibus may be licensed for the carriage of passengers, or may be a ground for the making of the said report only subject to certain conditions being complied with in respect of the omnibus.

(2) Save with the written permission of the Minister of Public Works upon the recommendation of the licensing authority by which the omnibus is licensed, the maximum number of passengers permitted to be carried by any omnibus, in terms of the condition in that behalf to be contained in any license issued in respect of such omnibus, shall be not greater than four-thirds of the number of passengers for which seating-accommodation is provided, or the maximum number of seated and standing passengers for which the Inspecting Engineer reports the omnibus to be fit to carry, whichever is the lesser.

(3) It shall not be lawful for any person to operate an omnibus, or for the owner of any omnibus to permit the same to be operated, unless the words "Licensed under the Motor-omnibus Traffic Act, 1926, to carry passengers" (stating the maximum number of passengers to be carried according to the terms of the license), are legibly painted or affixed in some permanent manner in a conspicuous part of the interior of the vehicle, and unless the seated and standing passengers carried on the omnibus do not exceed the number stated in the said notice.

(4) Clause 4 of Regulation 21 of the Motor-omnibus (Licensing) Regulations, 1926, is hereby revoked.

(5) It shall be a condition of every license issued in respect of a motor-omnibus (whether such condition be inserted in the license or not) that no standing passenger shall be allowed to travel on the driver's platform or forward of an imaginary line drawn at right angles to the length of the omnibus across the back of the driver's seat and for the full width of the vehicle.

Motor-vehicles Act Requirements.

32. No omnibus shall be considered to be in a suitable condition for the carriage of passengers unless all the requirements of the Motor-vehicles Act, 1924, and its amendments, and any regulations for the time being in force thereunder in so far as they affect the omnibus, have been fulfilled.

Inspection.

33. (1) For whatever purpose the omnibus is presented to the Inspecting Engineer for inspection, it must on each such occasion be presented in a thoroughly clean condition in all parts.

(2) A fresh report shall be obtained from an Inspecting Engineer in terms of Section 6 (3) of the said Act before a license for another period is granted in respect of any omnibus that has previously been licensed, whether by the same or any other licensing authority.

PART II.

Special Regulations applicable only to Motor-omnibuses first licensed after 1st August, 1927, or as otherwise provided in Regulation 3.

Doorways.

34. (1) "Doorway" in this regulation includes the approaches thereto (if any) from the outside of the vehicle body and also the approaches thereto from the inside of the omnibus for a distance of at least 14 in.

(2) Every doorway for entrance and egress shall give at least 22 in. clear opening width for a height of at least 6 ft. : Provided that in the case of emergency doors the doorway may be not less than 5 ft. 6 in. in height, and in the case of a continuous-cross-seat omnibus the doorways may be not less than 5 ft. 6 in. in height and 18 in. in width.

(3) The doorway or doorways generally in use shall be on the near side of the omnibus.

Seats.

35. (1) Every seat must provide for each passenger at least 16 in. in width, measured in a straight line along the front edge of the seat, and not less than 14 in. in depth from the said front edge horizontally to the back of the seat. The distance from the floor covering to the top of the seat must be not less than 17 in. For the purposes of this clause, any cushion or other covering shall be deemed part of the seat, and for computing the width, depth, and height of a seat, the cushion or other coverings shall be uncompressed.

(2) No seat may be so situated that when occupied it will be likely to cause obstruction in the ordinary entrance and exit of passengers.

(3) When cushions are provided for seats they must be covered with leather or other material of good class and quality.

(4) Every seat must be so constructed and placed that each passenger shall have at least 9 in. clear space forward from the vertical plane of the edge of the seat. The said space shall be exclusive of the like space reserved as aforesaid for any other passenger who may occupy the seat facing and opposite thereto, and, except in the case of a continuous-cross-seat omnibus, shall also be exclusive of the passageway referred to in the next succeeding regulation.

(5) Every seat must be provided with a back and be kept fit, comfortable, and convenient for use.

Passageways.

36. From each doorway of the omnibus (other than an emergency door or emergency doors) to each row of seats adjoining one another or to within 5 ft. of any separate seat there shall be a passageway not less than 15 in. in width, and free throughout from structural projections or obstructions. In the case of a continuous-cross-seat omnibus the said passageway must be along the full length of each row of seats adjoining one another.

Dimensions.

37. (1) Above the exposed floor area, and for a distance of 8 in. on each side of the longitudinal centre-line of the body of the omnibus, the height from the top of the floor-covering to the roof or extension thereof shall not be less than 6 ft., clear of obstruction and exclusive of projections of any kind, including lighting fittings.

(2) The maximum width of each omnibus (including projections of any kind, temporary or otherwise) shall not exceed 8 ft., and no part of the omnibus or of its equipment or load shall be more than 4 ft. from the centre-line of the wheel-track.