

*Borough of Napier.—Napier Electric Tramways.—“One-man” Cars.**(The Napier Tramways Order No. 4.)*

CHARLES FERGUSSON, Governor-General.

ORDER IN COUNCIL.

At the Government House at Wellington, this 24th day of September, 1928.

Present :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

In the matter of the Tramways Act, 1908, and its Amendments, and in the matter of an Application made thereunder by the Council of the Borough of Napier in regard to the Use of “One-man” Tramcars on the Napier Borough Tramways.

WHEREAS the Council of the Borough of Napier, a borough formerly constituted under the provisions of the Municipal Corporations Act, 1908, and now constituted under the provisions of the Municipal Corporations Act, 1920, did on the tenth day of July, one thousand nine hundred and twenty-eight, and again on the eleventh day of July, one thousand nine hundred and twenty-eight, duly publish in *The Hawke's Bay Herald* newspaper, being a newspaper generally circulating in the said borough, a notice of its intention to apply under the Tramways Act, 1908, and the several Acts amending the same, for an Order in Council amending, as hereinafter appears, three former Orders in Council dated respectively the thirteenth day of May, one thousand nine hundred and twelve, the twelfth day of December, one thousand nine hundred and twenty-one, and the twenty-third day of April, one thousand nine hundred and twenty-three, and called respectively “The Napier Tramway Order No. 1,” “The Napier Tramway Order No. 2,” and “The Napier Tramway Order No. 3,” so as to permit the use of “one-man” cars on the Napier Borough Tramways: And whereas no ratepayers of the said borough have demanded that the question whether or not such amended Order should be applied for shall be submitted to the decision of the ratepayers: And whereas, pursuant to the said notice, the said Council (hereinafter called “the local authority”) did, on the fourteenth day of August, one thousand nine hundred and twenty-eight, make application to His Excellency the Governor-General for such amended Order: And whereas His Excellency has deemed it expedient to make such an Order in the manner and to the effect and upon and subject to the stipulations and provisions hereinafter expressed:

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the power in this behalf vested in him by the Tramways Act, 1908, and the several Acts amending the same, and of every power and authority in anywise enabling him in this behalf, acting by and with the consent of the Executive Council of the said Dominion, doth hereby order and direct as follows:—

1. This Order may be cited as “The Napier Tramways Order No. 4,” and shall come into force on the date hereof.

2. In this Order words and expressions to which by the Napier Tramway Order No. 1 meanings are therein assigned have in this Order the same respective meanings.

3. The Napier Tramway Orders Nos. 1, 2, and 3 are hereby varied and extended in manner following, that is to say—

4. The local authority may use on the tramway cars in accordance with the deposited plans, designed for use without conductors (hereinafter referred to as “one-man” cars), and all such cars may be used under the control and conduct of one motorman only, without any car-conductor.

5. All “one-man” cars used on the tramway after the date of this Order shall be fitted with a “dead-man control” of a type to be approved of by the Minister—that is, with a system of control where effort by the motorman is necessary to keep the power on and the brakes off, and by which upon such effort being released the power is at once automatically cut off and the brakes applied.

6. The fare-box of “one-man” cars, if used, shall be placed in such a position that it will not interfere with the safety of passengers or of persons employed on the car. Whenever necessary, the fare-box shall be sufficiently illuminated.

7. A notice, on which shall be printed information as to when fares are to be paid and tickets submitted for inspection, shall be placed in a conspicuous place on each “one-man” car. On “one-man” cars the collection of fares must not be carried out while the car is in motion unless a conductor is employed for the purpose.

8. (a) On “one-man” cars passengers shall be permitted to enter and leave the car only on the near side and at the leading end.

(b) To prevent passengers en route leaving or entering any “one-man” car by the wrong entrance, the off-side leading and trailing doors shall be securely closed; and, in addition, the near-side trailing door shall be securely closed; and before leaving any stopping-place the motorman shall close the near-side leading door of any “one-man” car, which shall remain closed until opened by him after the car has come to rest at the next stopping-place. When the doors are so closed the steps provided at them shall be folded up or otherwise rendered unusable.

(c) When trailers are attached to “one-man” cars the motorman must not start the car until he has received a signal to do so from the conductor in charge of the trailers whose duty it is to give that signal, and the motorman shall (in addition)

Short Title, &c.

Interpretation.

Variations and extensions of existing Orders.
“One-man” cars authorized.

“Dead-man control.”

Fare-box.

Payment of fares.

Entering and leaving cars.