

Given under the Seal of the Ministry of Home Affairs for Northern Ireland this 21st day of May in the Year One Thousand Nine Hundred and Thirty-one.

D. L. Clarke,

Assistant Secretary.

THE PUBLIC SERVICE VEHICLES (AMENDMENT) (No. 2) REGULATIONS, 1931, DATED 5TH OCTOBER, 1931, MADE BY THE MINISTRY OF HOME AFFAIRS FOR NORTHERN IRELAND.

1931. No. 113.

WHEREAS in pursuance of the provisions of Part II of the Motor Vehicles (Traffic & Regulation) Act (Northern Ireland), 1926, the Ministry of Home Affairs made regulations entitled The Public Service Vehicles Regulations, 1927 (hereinafter referred to as "the principal Regulations") relative to the licensing and regulation of Public Service Vehicles and matters incident thereto :

And whereas the principal Regulations have been amended from time to time by certain amending regulations including the Public Service Vehicles (Amendment) (No. 2) Regulations, 1928 :

And whereas it appears expedient to the said Ministry that the principal Regulations as amended should be further amended in manner hereinafter appearing :

Now, therefore, the Ministry of Home Affairs for Northern Ireland in exercise of the powers vested in it by Part II of the Motor Vehicles (Traffic & Regulation) Act (Northern Ireland), 1926, and of all the powers in that behalf enabling the Ministry, hereby makes the following regulations :—

1. These Regulations may be cited as the Public Service Vehicles (Amendment) (No. 2) Regulations, 1931.

2. Paragraph (b) of Article 46 of the principal Regulations as amended by Article 7 of the Public Service Vehicles (Amendment) (No. 2) Regulations, 1928, is hereby revoked, and the following paragraph substituted therefor :—

- (b) Shall bring the omnibus or cause it to be brought to a standstill as near as possible to the left hand side of the road whenever, to his knowledge, any passenger shall be desirous of leaving such omnibus, and also whenever any such passenger shall be desirous of

entering it, provided such omnibus is not already occupied by the full number of persons authorised to be carried therein, but he shall not bring it or cause it to be brought to a standstill at a cross roads, top of a bridge or any other place where it is likely to be a source of danger or inconvenience to the persons using the road :

Provided also that where along a route or part of a route stopping places have been appointed with the approval of the Ministry, or have been prescribed by Bye-Laws made in pursuance of Section 18 (1) (d) of the Motor Vehicles (Traffic & Regulation) Act (Northern Ireland), 1926, nothing in this Regulation shall require the driver of any such vehicle to stop the vehicle along such route or part of a route to take up or set down passengers except at such stopping places.

Given under the Seal of the Ministry of Home Affairs for Northern Ireland, this fifth day of October, 1931.

(L.S.)

D. L. Clarke,

Assistant Secretary.

Use of Motor Cars on Highways.

Heavy Motor Cars.

THE HEAVY MOTOR CAR (AMENDMENT) (NORTHERN IRELAND),
ORDER, 1931.

1931. No. 29.

The Ministry of Home Affairs for Northern Ireland in exercise of the powers vested in it under or by virtue of the Locomotives on Highways Act, 1896, the Government of Ireland Act, 1920, and the Motor Vehicles (Traffic and Regulation) Act (Northern Ireland), 1926, and of all other powers in that behalf enabling the Ministry hereby makes the following Regulations :—

1. This Order may be cited as “ The Heavy Motor Car (Amendment) (Northern Ireland) Order, 1931.”

2. Article 9 of the Heavy Motor Car (Ireland) Order, 1905, shall be read and construed as if the following proviso were added thereto :—

“ Provided that in the case of a vehicle registered for the first time under the Roads Act, 1920, on or before the first day of January, 1932, this width may be exceeded by six inches in cases where the excess width has been necessarily caused by the conversion of such vehicle from use with solid tyres to use with pneumatic tyres.”

Given under the Seal of the Ministry of Home Affairs for Northern Ireland, this 20th day of March, 1931.

(L.S.)

D. L. Clarke,

Assistant Secretary.