



# THE CEYLON GOVERNMENT GAZETTE

EXTRAORDINARY

No. 9,175<sup>f</sup>—SATURDAY, SEPTEMBER 25, 1943

Published by Authority

## PART I.—GENERAL.

(Separate paging is given to each Part in order that it may be filed separately)

### GOVERNMENT NOTIFICATIONS

L D—B<sup>e</sup> 147/39—M L A—D T 38/8

THE MOTOR CAR ORDINANCE, No 45 OF 1938

REGULATIONS made by the Executive Committee of Local Administration under sections 6, 125, and 174 of the Motor Car Ordinance, No 45 of 1938, approved by the State Council, and ratified by the Governor by virtue of the powers vested in him by the said section 174

S W R D BANDARANAIKE,  
Minister for Local Administration

Colombo, September 24, 1943

#### Regulations

1 The First Schedule to the Motor Car Ordinance, No 45 of 1938, is hereby amended as follows—

(1) by the substitution, for “(Section 5)”, of the following—

(Section 5)  
Part I”.

(2) in regulation 14, by the addition, immediately after paragraph (2) of that regulation, of the following new paragraph—

“(3) There must be painted in a conspicuous position on both sides of every omnibus, in letters easily legible and not less than one inch in height, the name and address of the authority, company, firm, or individual to whom or to whose representative the licence for that omnibus was issued”.

(3) by the renumbering of regulation 30 as regulation 45, and  
(4) by the insertion, immediately after regulation 29, of the following new regulations—

“30 (1) The stability of a single decked omnibus shall be such that, when loaded with weights of 140 lbs per person placed in the correct relative positions to represent the driver and conductor and a full complement of passengers, if the surface on which the omnibus stands were tilted to either side to an angle of 28 degrees from the horizontal, the point at which overturning occurs would not be passed

(2) For the purpose of conducting tests of stability of an omnibus, the height of any stop used to prevent a wheel of the omnibus from slipping sideways shall not be greater than two thirds of the distance between the surface upon which the omnibus stands before it is tilted and that part of the rim of that wheel which is then nearest to such surface when the omnibus is loaded in accordance with the requirements of this regulation

31 The system of springing of an omnibus shall be so designed that there is no excessive body sway

32 The steering arms of an omnibus shall be kept clean and free from rust

33 Where the brake and steering connections of an omnibus are secured with bolts or pins, the bolts or pins shall be threaded and effectively locked. All connections made with bolts or pins shall be such that, when the bolts or pins are in any position other than horizontal, the heads of the bolts or pins are uppermost

34 The exhaust pipe of an omnibus and all apparatus connected therewith shall be maintained in such condition as to prevent so far as practicable any fumes from entering the omnibus

35 All the wheels of an omnibus shall be fitted with pneumatic tyres

36 Every carburettor of an omnibus and the apparatus associated therewith shall be so placed or shielded that no fuel leaking therefrom falls upon any part or fitting which is capable of igniting it, or into any receptacle where it might accumulate

37 All electric leads of an omnibus shall be adequately insulated

38 All moving parts of an omnibus and all parts subject to severe vibration connected by bolts or studs and nuts shall be fastened by lock nuts, or by nuts and efficient spring or lock nut washers, or by castellated nuts and split pins, or by some other efficient device, so as to prevent their working or coming loose

39 (1) The body of an omnibus shall be securely affixed to the chassis. Every trap door in the floor of the omnibus shall be strong and so fitted or fastened that it cannot become dislodged by vibration. Any lifting device provided shall be properly sunk

(2) The body of an omnibus both externally and internally and all windows and fittings and all seats for passengers shall be maintained in clean and good condition

40 The supports of all seats of an omnibus shall be firmly fixed in position and at least 15 inches measured in a straight line along the front of each seat shall be allowed for each passenger

41 Every omnibus shall be so designed that the driver has adequate room and can easily reach and quickly operate the controls. The accommodation for the driver shall be so arranged as to afford adequate protection during inclement weather, and means shall be provided, where necessary, to prevent light from the interior of the omnibus from incommoding the driver

42 Every omnibus, including all body work, upholstery, and fittings, shall be soundly and properly constructed of suitable material well finished and in good and serviceable condition and of such design that it is capable of withstanding the loads and stresses likely to be met with in operation

43 (1) On and after January 1, 1945, there shall be carried in or upon every omnibus a suitable receptacle containing the following first aid dressings and appliances—

One tourniquet

One tourniquet stick, 6 inches long and  $\frac{1}{2}$  inch in diameter

Four splints of various sizes

One large sterilized dressing suitable for burns and wounds (not less than 3 inches by 3 inches)

Three medium sterilized wound dressings (gauze and wool or lint and wool not less than 2 inches by 2 inches)

One roll sterilized cotton wool (not less than  $\frac{1}{2}$  oz)

Three roller bandages (3 inches by 6 yards)

Two triangular bandages or one triangular bandage and one flannel bandage (not less than 2 inches by 3 yards)

One roll of surgical strapping (not less than 1 inch by 3 yards or  $\frac{1}{2}$  inch by 5 yards)

Two pairs of Spencer Wells rustless pressure forceps

One pair of rustless scissors

Two eye pads

One box of strong safety pins

(2) All materials for the dressings and bandages (including cotton wool) specified in paragraph (1) of this regulation shall be those designated in, and of a grade or quality not lower than the standards prescribed by, the current British Pharmaceutical Codex, and all instruments and appliances specified in that paragraph shall be of reliable quality and of suitable design and construction.

(3) All dressings and appliances carried in an omnibus in compliance with the preceding provisions of this regulation shall at all times be maintained in good condition.

44 On and after January 1, 1944, there shall be carried in or upon every omnibus apparatus capable of raising any wheel fitted to the omnibus not less than 6 inches clear of the ground."

(5) in renumbered regulation 45, by the substitution, for the words "For the purposes of these regulations—", of the words "For the purposes of the regulations in this Part—",

(6) by the addition, immediately after renumbered regulation 45, of the following new Part —

#### Part II

Special provisions relating to motor cars registered under this Ordinance on or after October 1, 1943, and to motor cars registered or deemed to have been registered under this Ordinance before that date which are fitted with new or reconstructed bodies on or after that date

1 (1) Regulations 1, 2, and 3 in Part I of this Schedule shall not apply to any motor car to which this Part applies.

(2) Regulations 6, 15, 16, 17, 19, 20, 21, 23, and 30 in Part I of this Schedule shall not apply to any omnibus to which this Part applies.

2 The Commissioner may exempt any motor car registered or deemed to have been registered under this Ordinance before October 1, 1943, and fitted with a new or reconstructed body on or after that date from the provisions of any of the other regulations in this Part, if it is proved to his satisfaction that the construction or reconstruction of such body was commenced at least one month before that date.

#### Regulation in respect of highways in Colombo

3 (a) The weight of any motor car to which this Part applies and which is used on any highway in Colombo, together with the load carried thereon, must not exceed thirteen tons.

(b) The dimensions of any motor car to which this Part applies and which is used on any highway in Colombo must not exceed the dimensions specified hereunder for motor cars of the class or description to which that motor car belongs.

	Ft	Ins
Overall width of a motor car including the load	7	6
Height of a motor car (other than an omnibus) including the load	12	0
Height of a single decked omnibus	10	6
Height of a double decked omnibus	15	0
Overall length of a motor car with 4 wheels	27	6
Overall length of a motor car with more than 4 wheels	30	0
Overall length of an articulated vehicle	33	0

(c) The overhang of any motor car to which this Part applies and which is used on any highway in Colombo must not exceed one half of the wheel base of that motor car.

#### Regulations in respect of highways outside Colombo

4 (a) The dimensions of any motor car to which this Part applies and which is used on any highway outside Colombo must not exceed the dimensions specified hereunder for motor cars of the class or description to which that motor car belongs.

	Ft	Ins.
Overall width of a motor car including the load	7	6
Height of a motor car (other than an omnibus) including the load	12	0
Height of a single decked omnibus	10	6
Height of a double decked omnibus	15	0
Overall length of a motor car (including that of an articulated vehicle)	27	6

(b) The overhang of any motor car to which this Part applies and which is used on any highway outside Colombo must not exceed one half of the wheel base of that motor car.

5 An articulated vehicle to which this Part applies and which is used on any highway outside Colombo must not have more than three axles.

#### Regulations in respect of all highways

6 (1) The stability of a double-decked omnibus to which this Part applies shall be such that, when loaded with weights of 140 lbs per person placed in the correct relative positions to represent the driver and conductor and a full complement of passengers on the upper deck only, if the surface on which the omnibus stands were tilted to either side to an angle of 28 degrees from the horizontal, the point at which overturning occurs would not be passed.

(2) The stability of a single decked omnibus to which this Part applies shall be such that, under any conditions of load, if the surface on which the omnibus stands were tilted to either side to an angle of 35 degrees from the horizontal, the point at which overturning occurs would not be passed.

(3) For the purpose of conducting tests of stability of an omnibus to which this Part applies, the height of any stop used to prevent a wheel of the omnibus from slipping sideways shall not be greater than two thirds of the distance between the surface upon which the omnibus stands before it is tilted and that part of the rim of that wheel which is then nearest to such surface when the omnibus is loaded in accordance with the requirements of this regulation.

7 Every omnibus to which this Part applies shall be so constructed as to be capable of turning in either direction in a circle not exceeding in diameter 60 feet. For the purposes of this regulation, such diameter shall be determined by reference to the extreme outer edge of the wheel track at ground level.

8 When standing on level ground, no part of a fully laden omnibus to which this Part applies shall, in front of or within the limits hereinafter specified, be nearer the ground than 10 inches in the case of an omnibus having seating capacity for more than 12 passengers or 7 inches in the case of any other omnibus. The limits shall extend—

(i) in length rearwards from the foremost part of the omnibus, excluding the starting handle and the body work, for a distance—

(a) in the case of a four wheeled omnibus, of 14 feet 6 inches, or, if the rear axle is less than 14 feet 6 inches behind such foremost part, up to but not including such axle, and

(b) in the case of an omnibus having more than four wheels, of 13 feet, or, if the foremost driving axle is less than 13 feet behind such foremost part, up to but not including such driving axle, and

(ii) in width for a distance, on either side of the centre line of the omnibus, of not less than one third of the distance between the centre lines of the tracks of the front wheels.

9 If any two wheels on either side of an omnibus to which this Part applies have a clear space of more than 2 feet between the nearest points, a guard rail, running board, or other similar device, which shall extend to within 9 inches of the front wheel and 6 inches of the rear wheel, shall be fixed to guard such space effectively to within at least 10 inches of the ground when the omnibus is carrying no passengers and is standing on level ground. Such guard rail shall be so constructed and fitted that, when necessary, by raising the rail or otherwise, access can easily be obtained to any part of the space underneath the omnibus.

10 No part of an omnibus to which this Part applies, other than a direction indicator, when in operation, or a driving mirror shall project laterally more than 6 inches beyond the outer face of the outer tyre on the rearmost wheel on the same side of the omnibus.

11 In the case of an omnibus to which this Part applies—

(i) the steering mechanism shall be so constructed or arranged that no overlock is possible and that the wheels do not in any circumstances foul any part of the omnibus,

(ii) the steering arms shall be polished but shall not be painted or plated,

(iii) the ball and socket joints of steering connections when such are used, shall not be pendant; and

(iv) dust excluding covers fitted to any joint or connection of the steering mechanism shall be capable of being easily removed to facilitate inspection.

12 (1) No fuel tank shall be placed under any part of any gangway which is within 2 feet of any entrance or exit of a single-decked omnibus to which this Part applies or the lower deck of a double-decked omnibus to which this Part applies

(2) Every fuel tank of an omnibus to which this Part applies shall be so placed that no overflow therefrom falls upon any woodwork or accumulates where it can be readily ignited. A cock shall be provided by means of which the supply of fuel to any carburettor may be immediately cut off, and the means of operation thereof shall be visible and readily accessible at all times from outside the omnibus. The "off" position of the means of operation shall be clearly marked on the outside of the omnibus. The filling point of every fuel tank shall be outside the body of the omnibus, and the filler cap shall be so designed and constructed that it can be securely fixed in position. The vent-hole (if any) shall be protected from danger of penetration by fire and shall be so designed as to prevent fuel being splashed over.

13 The exhaust pipe of an omnibus to which this Part applies shall be so fitted or shielded that no inflammable material can be thrown upon it from any other part of the omnibus and that it is not likely to cause a fire through proximity to any inflammable material on the omnibus, the outlet thereof shall be placed on the off side and far enough to the rear to prevent, so far as practicable, fumes from entering the omnibus.

14 (1) In the case of a double decked omnibus to which this Part applies and which has an uncovered top deck, the top of the side rails shall be at least 3 feet above the roof battens at the sides and 18 inches above the highest part of any seat. The top of the front and back rails shall be at least 3 feet 3 inches above the roof battens and shall follow the camber of the roof. For the purposes of this paragraph the seat back shall not be deemed to be a part of the seat.

(2) In the case of a single decked omnibus to which this Part applies and which is not fitted with a permanent top, the height of the body sides from the floor shall not be less than 2 feet 4 inches.

15 All side window openings of an omnibus to which this Part applies shall be fitted with drop type windows. The window sill shall not be less than 18 inches above the highest part of any seat, and the top of the window when dropped shall not be less than 3 inches above the window sill unless a horizontal rail is fixed so that the top of such rail is 3 inches above the window sill. For the purposes of this regulation the seat back shall not be deemed to be a part of the seat.

16 The top of the tread of the lowest step for any entrance or exit to an omnibus to which this Part applies other than an emergency exit, shall not be more than 17 inches or less than 10 inches above the ground when the omnibus is empty. All steps shall be fitted with non-slip treads. Fixed steps shall not be less than 9 inches wide and shall in no case project laterally beyond the body of the omnibus unless they are so protected by the front wings (or otherwise) that they are not likely to injure pedestrians.

17 In the case of a double decked omnibus to which this Part applies—

- (i) the risers of all steps leading from the lower to the upper deck shall be closed,
- (ii) no unguarded aperture shall be left at the top landing board,
- (iii) all steps leading from the lower to the upper deck shall be fitted with non-slip treads,
- (iv) the horizontal distance from the nearest point of the riser of the top step to the vertical line passing through the nearest point of the seat opposite to the top tread of the staircase, excluding any grab rail which does not project more than 3 inches from the back of the seat, shall not be less than 26 inches, and
- (v) the outer stringer of an outside staircase shall be so constructed, or a band shall be so placed, as to act as a screen to persons ascending or descending, and the height of the outer guard rail shall not be less than 3 feet 3 inches above the front of the tread of each step.

18 (1) A single decked omnibus to which this Part applies and which is fitted with a permanent top, and the lower deck of a double decked omnibus to which this Part applies, shall be provided with not less than two exits (one of which may be an emergency exit) which shall not both be situated on the same side of the omnibus.

Provided that it shall be a sufficient compliance with this paragraph if—

- (i) the deck communicates with the rear platform by means of a doorless opening

and the exit from the platform to the near side of the omnibus is continuous with an exit to the rear of the omnibus, or

- (ii) the omnibus has a seating capacity for not more than 14 passengers and there is an exit behind the rear wheels.

(2) Where access is obtained by means of an enclosed staircase to the upper deck of a double decked omnibus to which this Part applies and that deck is provided with a permanent top, an emergency exit, which need not be provided with a staircase and shall not be on the near side of the omnibus, shall be provided on the upper deck.

(3) Every entrance of an omnibus to which this Part applies (other than a single decked omnibus not fitted with a permanent top or an omnibus with seating capacity for not more than 14 passengers and provided with a means of exit and entrance behind the rear wheels) shall be on the near side except when a rear platform is provided to which there is an entrance both from the near side and from the rear of the omnibus.

19 Every entrance and exit of an omnibus to which this Part applies shall be at least 18 inches in width.

Provided that—

- (i) where, in accordance with proviso (i) to paragraph (1) of regulation 18, one exit only is provided, the width of such exit measured along the rear of the omnibus need not exceed 18 inches if the width of the exit to the side of the omnibus complies with the preceding provisions of this regulation,
- (ii) the size of an emergency exit from the upper deck of a double-decked omnibus to which this Part applies shall not be less than 5 feet by 18 inches,
- (iii) where the same entrance is used for both the upper and the lower deck of a double decked omnibus to which this Part applies, no part of the entrance (exclusive of any stanchion) measured along the near side of the omnibus shall be less than 36 inches in width.

20 In the case of an omnibus to which this Part applies—

- (i) every entrance and exit door shall be capable of being opened by one operation of the locking mechanism.

Provided that, for the purpose of securing the omnibus when unattended, it shall be permissible to fit to any entrance or exit door a supplementary lock with or without a detachable actuating mechanism if such lock is so designed and constructed that the door can at all times be opened by a person inside the omnibus by one operation of the ordinary locking mechanism,

- (ii) door handles or levers to door catches shall be so designed and fitted that they are not liable to be dislodged or to be operated accidentally,
- (iii) where any entrances are provided with doors which are intended to remain open when the omnibus is in motion, suitable fastenings shall be provided to hold such doors securely open,
- (iv) a grab handle shall be fitted to each entrance or exit other than an emergency exit, to assist passengers in boarding or alighting from the omnibus,
- (v) all doors (including those of emergency exits) shall be so designed as to be readily opened in case of need from both the inside and the outside of the omnibus, and
- (vi) all doors shall open so as not to obstruct clear access to any entrance or exit either from inside or from outside the omnibus.

21 (1) The means of operation of all emergency doors of an omnibus to which this Part applies shall be clearly indicated.

(2) All emergency exits shall—

- (i) in the case of any omnibus to which this Part applies—
  - (a) be clearly marked as such,
  - (b) be fitted with doors which open outwards;
  - (c) be easily accessible to the passengers, and between every such exit and some gangway there shall be a passage which shall not be of less dimensions than those prescribed in paragraph (1) of regulation 23 for a gangway, and the omnibus shall be so designed that a vertical line projected upwards from the centre line of the passage at floor level shall, to a height of 2 feet 6 inches

from the floor level, be laterally not less than 6 inches from any part of the omnibus

Provided that, where the omnibus is double-decked, a seat on the upper deck placed below or in front of an emergency exit may be deemed to form part of such passage, and

(ii) in the case of a single-decked omnibus to which this Part applies and the lower deck of a double-decked omnibus to which this Part applies, be so situated that passengers can step directly from the passage to the outside of the omnibus

(3) The actuating mechanism of every emergency exit of an omnibus to which this Part applies, other than that fitted to an upper deck, shall be easily accessible to a person of normal height standing on ground level outside the omnibus

22 (1) From every seat of an omnibus to which this Part applies there shall be unobstructed accessibility to at least two exits or to one exit where one exit only is required by these regulations

Provided that this paragraph shall not apply to—

(i) seats alongside the driver, if there is access to such seats by an entrance other than the driver's entrance, and

(ii) seats on any deck of the omnibus, if that deck is not provided with a permanent top and if there is unobstructed accessibility from every seat on that deck to some exit

(2) Direct access shall be provided to the driver's seat of an omnibus to which this Part applies either from the off side of the omnibus or by means of a passage which shall not be of less dimensions than those prescribed in paragraph (1) of regulation 23 of these regulations for a gangway

(3) No seat of an omnibus to which this Part applies shall be fitted to any door so that, when in position for use it obstructs any passage to an exit or gangway required by these regulations

23 (1) The width of every gangway of an omnibus to which this Part applies shall be not less than 1 foot up to a height of 2 feet 6 inches from the floor level and above that height not less than 1 foot 2 inches

(2) Every omnibus to which this Part applies shall be so designed that a vertical line projected upwards from the centre line of any gangway at floor level shall, to the height prescribed in regulation 24 as the height of that gangway, be laterally not less than 6 inches from any part of the omnibus other than the roof over the gangway

(3) No part of any gangway which serves as a joint means of access from any entrance to both the upper and the lower deck of a double-decked omnibus to which this Part applies shall be less than 36 inches in width

(4) For the purposes of this regulation, when any space in front of a seat is required for the accommodation of seated passengers, the space within 9 inches of the seat shall not be taken into account in measuring the width of a gangway

24 (1) The clear height at the centre line of any gangway extending from the front edge of the foremost passenger seat to the front edge of the rearmost passenger seat served by that gangway shall be as follows—

(i) in the case of a single-decked omnibus to which this Part applies and which is fitted with a permanent top and is not an omnibus referred to in sub-paragraph (iii) of this paragraph, and in the case of the lower deck of a double-decked omnibus to which this Part applies, not less than 5 feet 8 inches if the seating capacity of the omnibus exceeds 16, and not less than 5 feet in any other case,

(ii) in the case of the top deck of a double-decked omnibus to which this Part applies and which is fitted with a permanent top, not less than 5 feet 8 inches,

(iii) in the case of a single-decked omnibus to which this Part applies and the seating capacity of which exceeds 16 and which has been constructed and is used solely for the purpose of conveying school children and any necessary attendants to and from school, not less than 5 feet 6 inches,

and the height provided at the centre line of any part of any gangway shall not be more than 4 inches lower than the height prescribed by this paragraph in respect of the centre line of any gangway extending from the front edge of the foremost passenger seat to the front edge of the rearmost passenger seat served by that gangway

(2) In the case of a single-decked omnibus to which this Part applies and which is not fitted with a permanent top, the hood, when extended or raised, shall in no place be less than 5 feet in height from the floor along the centre line of the omnibus except over the driver's seat

25 In the case of an omnibus to which this Part applies—

(i) every seat shall have a back rest so closed or otherwise constructed as to leave no aperture of more than  $\frac{1}{2}$  inch in width,

(ii) no part of the back rest of any seat placed lengthwise shall be less than 54 inches from the corresponding part of the back rest of the seat facing it,

(iii) transverse seat shall be so fitted that—

(a) there is a clear space of at least 26 inches in front of the whole length of the top of the back rest of every seat, any handles or grips which do not project more than 4 inches from the back rest being disregarded when measuring the clear space herein referred to, and

(b) there is a clear space of at least 19 inches between any part of the front edge of a seat and any part of any other seat which faces it,

(iv) seats over a wheel arch shall not be placed in such a position as to cause discomfort to passengers, and

(v) Where any transverse seat is so placed that a passenger seated upon it is liable to be thrown forward through an entrance or down a stairway, an effective screen or guard shall be placed so as to provide protection for any passenger occupying the seat

26 The shortest distance between the edge of any step well of an omnibus to which this Part applies and a vertical plane passing through the front edge of a seat shall not be less than 9 inches

27 Glass windows of an omnibus to which this Part applies or panels facing any transverse seat which are likely to be broken by passengers being thrown against them shall, unless they are of safety glass, be adequately guarded

28 (1) Adequate electric lighting shall be provided for the illumination of every deck of an omnibus to which this Part applies and which is fitted with a permanent top

(2) At least one lamp shall be provided as near as is practicable to the top of every staircase leading to the upper deck of a double-decked omnibus to which this Part applies and which is not fitted with a permanent top

(3) The lamp or lamps with which an omnibus to which this Part applies is provided in compliance with the preceding provisions of this regulation shall be kept lighted at all times between sunset and sunrise when passengers are being carried in the omnibus

29 In the case of an omnibus to which this Part applies—

(i) the steering pillar shall be on the right or off side of the omnibus and the driver's seat shall be so placed as to permit him to give by hand the usual traffic signals on the off side of the omnibus,

(ii) there shall not be any seat on the right-hand side of the driver's seat, and

(iii) where passengers are carried on the left hand side of the driver, a space of at least 18 inches from the centre of the steering column to the left thereof shall be reserved for the driver and be divided off from such passengers by means of a solid partition of at least 9 inches high from seat level and extending for the whole depth of the seat

30 Where an omnibus to which this part applies is fitted with a front glass windscreen for the driver, an efficient automatic windscreen wiper shall be fitted, and the windscreen shall be capable of being opened, if necessary, so as to give the driver a clear view of the road ahead

31 There shall be fitted in or upon every omnibus to which this Part applies an efficient speedometer so placed as to be easily read by the driver of the omnibus. Such speedometer shall be maintained in good working order and kept free from any obstruction which might prevent its being so read.

32 In the regulations in this Part—

“articulated vehicle to which this Part applies” means an articulated vehicle registered under this Ordinance on or after October 1, 1943,

or an articulated vehicle registered or deemed to have been registered under this Ordinance before that date and fitted with a new or reconstructed body on or after that date,

“back rest” includes any part of an omnibus which is available for seated passengers to lean against,

“emergency exit” means an exit which is intended to be used only in case of emergency,

“entrance” means any aperture or space by which passengers are intended to board an omnibus,

“exit” means any aperture or space by which passengers are intended to leave an omnibus,

“gangway” means the space provided for obtaining access from any entrance to the passengers’ seats or from any such seat to an exit other than an emergency exit, but does not include a staircase or any space in front of a transverse seat which is required only for the use of passengers occupying that seat,

“motor car to which this Part applies” means a motor car registered under this Ordinance on or after October 1, 1943, or a motor car registered or deemed to have been registered under this Ordinance before that date and fitted with a new or reconstructed body on or after that date,

“omnibus to which this Part applies” means an omnibus registered under this Ordinance on or after October 1, 1943, or an omnibus registered or deemed to have been registered under this Ordinance before that date and fitted with a new or reconstructed body on or after that date,

“overall length” means the length of a motor car measured between parallel planes passing through the extreme projecting points of the motor car, exclusive of—

- (a) any starting handle,
- (b) any hood when down
- (c) any ladder forming part of a turn table fire escape fixed to the motor car,
- (d) any telescopic fog lamp when extended,
- (e) any post office letter box, the length of which measured parallel to the longitudinal axis of the motor car does not exceed 12 inches, and
- (f) any ladder which does not project more than 6 inches beyond the body of the motor car,

“overall width” means the width measured between parallel planes passing through the extreme projecting points of a motor car, exclusive of the driving mirror, of any direction indicator when in operation, and of so much of the distortion of any tyre as is caused by the weight of the motor car,

“overhang” means the distance, measured horizontally and parallel to the longitudinal axis of a motor car, between two vertical planes at right angles to such axis, the first being a plane passing through the rearmost point of the motor car exclusive of—

- (a) any hood when down,
  - (b) any post office letter box, the length of which measured parallel to the longitudinal axis of the motor car does not exceed 12 inches,
  - (c) any ladder forming part of a turn table fire-escape fixed to the motor car,
  - (d) any luggage carrier, if the motor car has been constructed solely for the carriage of persons and their effects and has seating accommodation for not more than six persons exclusive of the driver, and
  - (e) any ladder which does not project more than 6 inches beyond the body of the motor car,
- and the second being a plane passing—

- (i) where the motor car has only two axles of which one is not a steering axle, through the centre point of that axle, and
- (ii) where the motor car has only three axles of which the front axle is the only steering axle, through a point 4 inches in rear of the centre of a straight line joining the centre points of the rear and middle axles, and
- (iii) in any other case, through a point so situated on the longitudinal axis of the motor car that a line drawn from it at right angles to that axis passes through the centre of the minimum turning circle of the motor car,

“permanent top” means any covering of an omnibus other than a hood of canvas or other flexible material which is capable of being readily folded back so that no portion of such hood or any fixed structure of the roof remains vertically above any part of any seat of the omnibus, or, in the case of a double decked omnibus, of any seat of the upper deck of the omnibus,

“wheel base” in the case of a motor car other than a six wheeled motor car means the distance between the centre of the front axle and the centre of the rear axle, and in the case of a six wheeled motor car means the distance between the centre of the front axle and the centre of the rearmost axle

2 The Fifth Schedule to the Motor Car Ordinance, No 45 of 1938, is hereby amended as follows —

(1) in regulation 7, by the addition, immediately after paragraph (2) of that regulation, of the following new paragraph —

“(3) No article shall be carried in such a position on the right-hand side of the driver of an omnibus as to be likely to hinder the steering or the control of the omnibus.”, and

(2) by the addition, immediately after regulation 7, of the following new regulations —

‘7A Every entrance, exit, and gangway of an omnibus to which Part II of the First Schedule to this Ordinance applies shall be kept clear of obstruction while passengers are being carried in the omnibus

Provided that, for the purposes of this regulation, a passenger who is standing shall not be deemed to constitute an obstruction

In this regulation, “entrance”, “exit”, and “gangway” have the same meaning as in Part II of the said First Schedule

7B No omnibus shall be used for drawing a trailer Provided that an omnibus without passengers may be used in case of emergency for drawing another omnibus without passengers”

L D — C<sup>17</sup> 67/42

THE CONTROLLED ARTICLES (RUBBER TYRES AND TUBES)  
(NO 2) ORDER, 1942

*Notification*

BY virtue of the powers vested in the Tyre Controller by paragraph 13 of the Controlled Articles (Rubber Tyres and Tubes) (No 2) Order, 1942, I, Edward Heron Ryan Tenison, Tyre Controller, do by this notification fix as the maximum price which may be charged for the retreading of a used tyre of any size, description, and grade, a sum equal to thirty five per centum of the maximum retail price fixed for a tyre other than a retreaded tyre, of that size, description, and grade, by an Order made under section 3 of the Control of Prices Ordinance, No 39 of 1939, and for the time being in force

E H R TENISON,  
Tyre Controller

September 22, 1943

L D — B 143/39

THE CONTROL OF PRICES ORDINANCE, NO 39 OF 1939

*Order*

BY virtue of the powers vested in the Controller of Prices (Miscellaneous Articles) by section 3 of the Control of Prices Ordinance, No 39 of 1939, as amended by the Defence (Control of Prices) (Supplementary Provisions No 2) Regulations, I, Cedric Francis Ingledow, Controller of Prices (Miscellaneous Articles), do by this Order—

(1) amend the Order made under that section and published in *Gazette* No 8,930 of May 8, 1942 (as amended by Order published in *Gazette* No 9,157 of August 13, 1943), as follows —

(a) in paragraph (u) of that Order—

(i) by the substitution, for the words “per tyre or”, of the words “per tyre, other than a retreaded tyre, or”, and

(ii) by the substitution, for the words “tyres or tubes”, of the words “tyres, other than retreaded tyres, or tubes”,

and

(b) by the insertion, immediately after paragraph (u) of that Order, of the following new paragraph —

“(11A) fix as the maximum price above which a retreaded tyre of any size, description, and grade specified in any of the Schedules I, II, III, and VI hereto shall not be sold by retail in Ceylon, a sum equal to fifty per centum of the maximum retail price fixed by this Order for a tyre, other than a retreaded tyre, of that size, description, and grade,”

(2) amend the Order made under that section and published in *Gazette* No 9,150 of July 23, 1943, as follows —

(a) in paragraph (u) of that Order—

(i) by the substitution, for the words “per tyre or”, of the words “per tyre, other than a retreaded tyre, or”, and

(ii) by the substitution, for the words “tyres or tubes”, of the words “tyres, other than retreaded tyres, or tubes”,

and

(b) by the insertion, immediately after paragraph (u) of that Order, of the following new paragraph —

“(11A) fix as the maximum price above which a retreaded tyre of any size, description, and grade specified in any of the Schedules I, II, III, and VI hereto shall not be sold by retail in Ceylon, a sum equal to fifty per centum of the maximum retail price fixed by this Order for a tyre, other than a retreaded tyre, of that size, description, and grade,”

and

(3) amend the Order made under that section and published in *Gazette* No 9,157 of August 13, 1943, as follows —

(a) in paragraph (u) of that Order—

(i) by the substitution, for the words “per tyre or”, of the words “per tyre, other than a retreaded tyre, or”, and

(ii) by the substitution, for the words “tyres or tubes”, of the words “tyres, other than retreaded tyres, or tubes”,

and

(b) by the insertion, immediately after paragraph (u) of that Order, of the following new paragraph —

“(11A) fix as the maximum price above which a retreaded tyre of any size, description, and grade specified in any of the Schedules I, II, and III hereto shall not be sold by retail in Ceylon, a sum equal to fifty per centum of the maximum retail price fixed by this Order for a tyre, other than a retreaded tyre, of that size, description, and grade,”

C F INGLE DOW,  
Controller of Prices (Miscellaneous Articles)

Signed at Colombo, at noon on September 24th, 1943