

ROAD VEHICLES.

THE MOTOR CARS (USE AND CONSTRUCTION)
AMENDMENT ORDER, 1925, DATED 1ST DE-
CEMBER 1925, MADE BY THE MINISTER OF
TRANSPORT.

- To the County Councils of the several Ad-
ministrative Counties in Great Britain;
To the Mayor, Aldermen, and Commons
of the City of London in Common
Council assembled;
To the Councils of the several County
Boroughs in England and Wales
To the Councils of the Royal Parliamen-
tary and Police Burghs in Scotland con-
cerned;
To the Councils of the several Metro-
politan Boroughs;
To the Urban District Councils of the
several Urban Districts in England and
Wales;
To the Rural District Councils acting as
the Highway Authorities in Rural Dis-
tricts in England and Wales;
And to all others whom it may concern.

Whereas by Section 6 of the Locomotives on
Highways Act, 1896 (59 & 60 Vict. c. 36), as
amended by the Motor Car Act, 1903 (3 Edw. 7
c. 36), it is enacted that the Local Government
Board may make regulations with respect to
the use of motor cars on highways and their
construction and the conditions under which
they may be used.

And whereas by Section 10 of the Loco-
motives on Highways Act, 1896, it is enacted
that in the application of that Act to Scotland
a reference to the Secretary for Scotland shall
be substituted for a reference to the Local
Government Board.

And whereas by the Motor Cars (Use and
Construction) Order, 1904 (S.R. & O. 1904,
No. 315), and the Motor Cars (Use and Con-
struction) (Scotland) Order, 1904 (S.R. & O.
1904, No. 609/S. 3) the Local Government
Board and the Secretary for Scotland respec-
tively made regulations with respect to the use
of Motor Cars on highways and the conditions
under which they may be used.

And whereas the Orders mentioned in the
Third Recital hereof have been amended from
time to time and in particular by the Motor
Cars (Use and Construction) Amendment
Order, 1913 (S.R. & O. 1913, No. 444), and
the Motor Cars (Use and Construction (Scot-
land) Order, 1913 (S.R. & O. 1913, No.
438/S. 27).

And whereas by the Ministry of Transport
Act, 1919 (9 & 10 Geo. 5. c. 50), and the
Ministry of Transport (Ministry of Health Ex-
ception of Powers) Order, 1919 (S.R. & O.
1919, No. 1441), and the Ministry of Trans-
port (Secretary for Scotland Transfer and Ex-
ception of Powers) Order, 1920 (S.R. & O.
1920, No. 2122), the powers of the Ministry
of Health as successors to the Local Govern-
ment Board and the Secretary for Scotland
respectively in relation to the subject matter of
this Order were transferred to the Minister of
Transport.

Now, therefore, in exercise of the powers in

that behalf vested in him the Minister of Trans-
port hereby orders as follows:—

ARTICLE I.—The Motor Cars (Use and Con-
struction) Amendment Order, 1913, and the
Motor Cars (Use and Construction) (Scotland)
Order, 1913, are hereby revoked.

ARTICLE II.—Article II. of the Motor Cars
(Use and Construction) Order, 1904, and Article
II. of the Motor Cars (Use and Construction)
(Scotland) Order, 1904, shall respectively have
effect as if they were added to Condition (4)
at the end thereof the following paragraph:—

“ Provided also that in the case of a Motor
Car which is propelled by steam and
which:—

- (a) exceeds two tons in weight unladen;
and
- (b) has one brake in good working order,
and of such efficiency that the appli-
cation of that brake to the motor car
shall cause two of its wheels on the
same axle to be so held that the
wheels shall be effectually prevented
from revolving; and
- (c) is not used as a stage carriage or for
the conveyance of passengers for gain
or hire—

the engine of that motor car shall be deemed
to be the second independent brake required
by this condition if—

- (i) in the case of a motor car constructed
on or before the first day of January
1927 such engine be capable of being
reversed, or
- (ii) in the case of a motor car constructed
after the first day of January 1927
such engine be capable of being re-
versed and be incapable of being dis-
connected from the rear wheels of the
motor car except by the sustained
effort of the driver.”

ARTICLE III.—Article III. of the Motor
Cars (Use and Construction) Order, 1904, and
Article III. of the Motor Cars (Use and Con-
struction) (Scotland) Order, 1904, shall respec-
tively have effect—

- (i) as if there were added to Condition (2)
at the end thereof the following pro-
viso.—

“ Provided that this Regulation
shall not apply to any vehicle whose
unladen weight does not exceed ten
hundredweights when such vehicle
is being drawn in connection with the
construction, reconstruction, repair or
maintenance of a road,” and

- (ii) as if there were added to Condition (3)
at the end thereof the following
words:—

“ or where the vehicle drawn is by
reason of construction, use or other-
wise such that it is impracticable for
a person to be carried thereon in ac-
cordance with this condition, if such
vehicle is accompanied by a person
walking alongside for the sole purpose
of applying the brake when necessary,
and if the speed of the motor car draw-
ing such vehicle does not exceed three
miles per hour.”

ARTICLE IV.—Nothing in this Order shall—

- (a) affect the operation prior to the date of