

Motor Omnibus Acts.

MOTOR OMNIBUS ACT 1928 (No. 3742)

DRAWING OFFICE
PRESTON WORKSHOPS

ADDITION TO THE METROPOLITAN MOTOR OMNIBUS REGULATIONS.

His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, doth, in pursuance of the powers conferred by sections 13 and 15 of the Motor Omnibus Act 1928 (No. 3742), make an addition, as set out hereunder, to the Metropolitan Motor Omnibus Regulations by the Governor in Council on the 21st January 1929.

F.0234

32-1-1

DRAWING OFFICE
PRESTON WORKSHOPS

Repealed
(See No. 5559 - 1951)
(Page 13)

1928

VICTORIA.



ANNO UNDEVICESIMO

GEORGII QUINTI REGIS.

No. 3742.

An Act to consolidate the Law making further provision with respect to Motor Omnibuses and for other purposes.

[12th February, 1929.]

BE it enacted by the King's Most Excellent Majesty by and with the advice and consent of the Legislative Council and the Legislative Assembly of Victoria in this present Parliament assembled and by the authority of the same as follows (that is to say):—

1. This Act may be cited as the *Motor Omnibus Act 1928*, and shall come into operation on a day to be fixed by proclamation of the Governor in Council published in the *Government Gazette*, and is divided into Parts and Divisions as follows:—

- PART I.—Metropolitan Motor Omnibuses ss. 3–20.
- PART II.—Urban and Country Motor Omnibuses ss. 21–63.
 - Introductory ss. 21 and 22.
 - Division 1.—Urban Motor Omnibuses ss. 23–35.
 - Division 2.—Country Motor Omnibuses ss. 36–55.
 - Division 3.—General ss. 56–63.

2. The Acts mentioned in the First Schedule to this Act to the extent thereby expressed to be repealed are hereby repealed. Such repeal shall not affect any regulation made or licence granted or issued or any registration effected or any right acquired or any liability civil or criminal incurred or any matter or thing done under the said repealed Acts or any of them.

PART I.—METROPOLITAN MOTOR OMNIBUSES.

3. (1) In this Part unless inconsistent with the context or subject-matter—

“Board” means the Melbourne and Metropolitan Tramways Board.

RONEC
Branch

3.

COPY. EXTRACT from VICTORIA GAZETTE - No. 148 - Nov. 21, 1945.

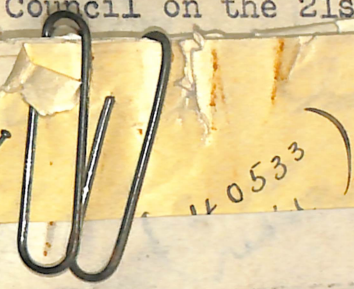
DRAWING OFFICE
PRESTON WORKSHOPS

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PRESTON WORKSHOPS



32-1-1

COPY

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"In that portion of clause (d) of the above mentioned Regulations relating to Seats, after the words 'shall be allowed to ride beside the driver at any time' where appearing in the fourth paragraph, insert the following new paragraph:-

'A bulkhead, which shall extend to the off side of the body of the motor omnibus, must be constructed immediately behind the driver's seat. Such bulkhead shall be not less than five feet in height and shall be fitted with a glass window. A railing affixed to and extending from the left-hand side of the door or entrance to the motor omnibus shall be fitted to the bulkhead. Provided that if, in the opinion of the Licensing Authority, it be impracticable to fit a bulkhead to the satisfaction of the Authority, there may instead, subject to the prior approval of the Authority, be fitted a railing extending from the left hand side of the entrance to the off side of the motor omnibus. In every instance, the railing shall be fitted in such a manner as will prevent passengers from crowding the driver, and from intruding into his driving view. The whole to be constructed to the satisfaction of the Licensing Authority."

Pursuant to the provisions of sections 15 (1) (c) of the Motor Omnibus Act 1928 (No. 3742), the Governor in Council by this Order confers upon the Licensing Authority full power and authority for the carrying into effect by the said Licensing Authority of the foregoing provisions of this Order.

And the Honorable Likely Herman McBrien, His Majesty's Commissioner of Public Works for the State of Victoria, shall give the necessary directions herein accordingly.

Horder

AS 877/46

COPY.

EXTRACT from VICTORIA GAZETTE - No. 148 - Nov. 21, 1945.

3.

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PRESTON WORKSHOPS

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ret'd

32.1.1

DRAWING OFFICE
PRESTON WORKSHOPS

Board

14th March, 50

ROLLING STOCK ENGINEER

MANAGER

MOTOR OMNIBUS ACT REGULATIONS

The decision of the Motor Bus Advisory Board to amend the regulation increasing the overall length of buses from 28' to 33' affects the clause governing weight, which now stands at 5 tons maximum tare weight.

It is not practicable to build a 33'-0" length bus to this weight as the chassis for a 33'-0" bus weighs 4½ tons and the body from 3½ to 4 tons. It would be necessary to increase the weight to about 8 tons. Our heaviest buses will be the O.P.S.4 (including double deckers) and will weigh approximately 8½ tons tare.

Regarding the Motor Bus Regulations the Motor Car Act of Victoria covers length and weight of all vehicles allowed on the roads of Victoria. Apparently the Motor Bus Regulations are framed within the ambit of the Motor Car Act. If so, it is apparent, that, the carrying capacity of roads is a prime consideration before the use of heavier buses could be permitted.

ROLLING STOCK ENGINEER.

RS/VH

Mr. Stephenson
B22/3

RONEC
Branch

DRAWING OFFICE
PRESTON WORKSHOPS

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FOLIO
GOV
PRINTER

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And the Honorable Likely Herman McBrien, His Majesty's Commissioner of Public Works for the State of Victoria, shall give the necessary directions herein accordingly.

Motor Omnibus Regulations -
C 866 J.M. 1566

Breadth of Motor Omnibuses.—The breadth at the widest part must in no case exceed 8 feet.

(b) *The Maximum Weight and the Maximum Load for Motor Omnibuses.*

The maximum weight of any motor omnibus unladen shall not exceed 5 tons, and the maximum weight of any motor omnibus fully laden (including the fuel tank when full), and in every respect ready for service, shall in no case exceed 8 tons, nor shall the weight on any one axle exceed two-thirds of the weight of the motor omnibus when fully laden, provided that this provision shall not apply to any motor omnibus licensed as a hackney carriage under Part I of the Carriages Act 1915, and in force immediately before the coming into operation of these Regulations.

In calculating the total laden weight, 140 lb. shall be allowed for each passenger, and for the driver and the conductor.

for regulating the extent of the opening, so as to prevent unnecessary draughts.

Each motor omnibus must be suitably lighted by electricity and a step light provided, so located as to throw light on the steps at each entrance to the motor omnibus.

The machinery and all parts of the motor omnibus must be so constructed that no undue noise or vibration arises from its use.

Exhaust silencer "cut-outs" are not permitted.

At least two suitable and approved appliances for extinguishing fire must be carried in such a position as to be readily available for use, and always effectively maintained to the satisfaction of the licensing authority.

Tanks for petrol or other liquid fuel must be made of suitable material, properly constructed and of sufficient strength. They must be so placed that any overflow shall not fall upon woodwork or accumulate where it can be readily

H. D. O.
18/5/45