[E. & L. 114]
1,000—30-1-11.

Educational (191/) Department.

ORDINARY MS.

G.O., No. 680

DATED 27 · 9 · 11

[Despatch Abstract.]

Brecks' Memorial School, Oba cainnus

Recording papers connected with the question of the suitability of the Brecks' memorial school building at Oba cainnus for the location of the municipal secondary school at the station

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O	No.	Department.	Date.

[E & L. 4]
2,400—15-3-09.

EDUCATIONAL DEPARTMENT.

CURRENT FILE.

CONTENTS.

	From	Number.	Date.	Pages.
[2172]	D.P.I.	3559	2-9-11	1 to 3

[P.T.O. FOR PUT UP PAPERS.

PAPERS PUT UP WITH CURRENT No.

Papers of the department to which the current belongs.

Number.	Date.	Original (=O.) or spare copy (=S. C.)	Remarks. (In this column such of the papers as have been removed for copying, printing, etc., should be marked with a cross.)	Initials of Referencer with date in token of return to Reference department.

Papers of other departments.

Department.	Number.	Date.	Original (=O.) or spare copy (=S C.).	Despatcher to note the return of the papers to the departments concerned.

Stock Form No. 185.
4,000—9-5-10.

EDUCATIONAL DEPARTMENT.

Received LOCAL & MUNICIPAL SECRETARIAT 1 SEP 1911 191 *Registered* 5 9 191 1.

Subject.

Reporting as to the suitability of the Breeks' Memorial school building at Ootacamund for the location of the Municipal Secondary School in that station.

ENCLOSURES.
No.
Spare copies

Ref. on Cur. No. 3559/11

Station, Madras, *Dated the* 2nd September 1911.

From / Name/ The Hon'ble Mr. J.H. Stone, M.A., F.R.H.S.,

(Designation/ Ag. Director of Public Instruction,
Madras.

To The Secretary to the Government of Madras,
Educational Department,

Sir,

With reference to the concluding portion of G.O. No. 443, Educational dated 5th July 1911 requesting me to report if the building of the Breeks' Memorial school, Ootacamund is a suitable location for the Municipal Lower Secondary school, I have the honour to state that the Inspector of the V Circle to whom the matter was referred, says that the building in question is capable of extensions and improvements so as to meet the present as well as the future requirements of the Municipal school, even if it should happen to develop itself into a high school and that the cost of extending the school would not, according to the Assistant Engineer's estimate, exceed Rs. 8,000.

2. The question of the suitability of the locality for the Municipal Secondary school remains to be considered.

As to this, the Inspector says that the distance of the school from the Hindu part of the town would practically prevent pupils of the infant, 1st and 2nd classes from attending the school as they would have to walk one mile each way four times a day and that the parents of the older pupils would also regard the distance as a grave disability imposed upon their children. He further observes that the situation of the school between two roads, one of which is the main artery of traffic would be looked upon with disfavour by drivers of carriages and motors.

3. The Municipal Council, Ootacamund has passed a resolution (copy enclosed) to the effect that the building of the Breeks' Memorial school is not suitable for the Municipal Lower Secondary School as the building opens directly on to the public road (Wenlock Road) which is much frequented by motor cars and carriages and that it would be most objectionable to locate a school of some 150 boys of all classes in it.

4. My opinion is that although the Breeks' school building is in itself suitable for the Municipal Lower Secondary school, the objections raised by the Municipal council and the Inspector seem to be fatal to the scheme.

I have the honour to be,

S i r,

Your most obedient servant,

For Director of Public Instruction.

P.V.S.

Extract from the Proceedings of a meeting of the Ootacamund Municipal Council, held on the 19th July 1911.

Ø Ø Ø

Subject No. XIII

Read G.O. No. 443, Educational, dated 5th July 1911, intimating that Government agree with the Director of Public Instruction in considering that the continuance of the Breeks' Memorial School on its present lines is no longer necessary or justifiable and requesting him to report whether he considers the building a suitable location for the Municipal Secondary School.

Resolution.

Recorded. The Council records its opinion that the Breeks' Memorial building is not suitable for the Municipal Secondary School for many reasons. It opens directly on to the public road (Wenlock road) which is much frequented by motor cars and carriages. The whole of Mount Stuart Hill has been taken up by the Curator and formed into a handsome park, well planted with trees and shrubs of various kinds.

In the Council's opinion, it would be most objectionable to locate a school of some 150 boys of all classes on this land.

Ø Ø Ø

/True Extract/

Municipal office, Ootacamund, 21st July 1911. /Sd/ ---------- for Chairman, of M.C.

/ True copy/

For Director of Public Instruction

P.V.S.

Educational Dept.
(C.W.O. 2172)

4

6

Office Note No. 2172–1923-7-1

In continuation of H.D. no. 1527–1 dated 27th June 1911, the P.W.D. is informed that it has been decided not to locate the municipal secondary school, cotacamund, in the Breeks' memorial School building. and that the construction of the new building sanctioned in G.O. no. 332 W dated 3rd March 1911 therefore may be proceeded with.

23/9/11

21-9-11

21.9.11

To The P.W.D. Dept 25/9/11

EDUCATIONAL DEPARTMENT

NOTES.

[E. & L. 73] 2,000—15-3-09.

Educational Department.

C. No. 2172 From the D.P.I. No. 3559, dated 2-9-1911.

SUBJECT.

Suitability of the Brooks' memorial School building for the municipal Secondary School

If the Govt accept the conclusion of the D.P.I. that it is undesirable to locate the municipal secondary school in the Brooks' memorial school building, the P.W.D. may be told to proceed with the construction of the new building for the municipal secondary School sanctioned in G.O. no. 332 W dated 3-3-11.

H

7.H. 11-9-11

On the main file, which has been sent up to the D.P.I. on 1st September 1911. he has been asked to consider how the Brooks School building can best be utilized and how provision can be made for the education of the European & Eurasian children of the locality. This paper may perhaps await the return of the other file from the D.P.I.

A.D. 12-9-11

Circd in Box No 22.

A.M. Orders may issue in terms of the effect of A.M.'s recs. L.D. 12/9

6/ 6

I think on the whole it would be well to convert Basti School into a Secondary School for Indians in Obj. The situation on the main road is against it, and it is of course very distant from several of the portions of the city where Indians mostly live - I agree - to the proposal - The P.W.D. may now go on with the sanctioned scheme for the new Secondary School.

Mr
16.IX.11

LOCAL & MUNICIPAL 18 SEP 1911 SECRETT.

T.R.
15/9/11

A note to the P.W.D is submitted for approval.

T.R. 21-9-11 A.D. 21.9.11

[Office note no. 2172-1 dated 23-9-11]

U.S.

The office note has issued. The papers may now be recorded. The draft below is for approval.

T.R. 26-9-11 A.D. 26.9.11 Mom 26/9/11

[G.O. No. 680 dt 27.9.11]

[E. & L. 74]
1,600—8-12-10.

Educational DEPARTMENT.

9

READ AGAIN G.O., No. ....., dated ..... 191 .

" " " " ....., " ..... 191 .

READ ALSO:—

C. No. 2172, From the ~~D.P.I.~~ ....., No. 3559, dated 2-9-1911

" " ....., " " ....., " ....., " ..... 191 .

" " ....., " " ....., " ....., " ..... 191 .

ORDER.

No. 680, dated 27-9-1911.

Recorded.

26-9-11

26-9-11

To

The ~~D.P.I.~~

Despd 27.9.11.

File attached with the original

From the Inspector-General of Police, Madras.
To the Chief Secretary to the Government of Madras.
Dated 29th March 1911.
No.D.362.

I have the honour to submit the following report from the Committee appointed in G.O.No.1417, Judicial, dated 17th September 1910 to consider the Motor Vehicles Rules of this Presidency, and enclose a draft of the rules that they think satisfactory.

The draft rules relating to Heavy Motor Vehicles have been taken en bloc from those framed by the Government of Bombay.

2. In the following paragraphs I detail the alterations and additions embodied in the draft rules. The numbers given are those of the present rules.

Rule 1 (3) (b).-- The maximum weight of motor-cycles may be raised to 5 cwts. as in Bombay. The Madras figure is 3 cwts. and this the trade reports is unfair to the heavier and stronger designs of machines.

Rule 1 (4).-- The Inspector-General was made a registering authority at a time when only one District Magistrate had been empowered under the Act. It does not, under present circumstances, appear to be necessary that the Inspector-General should continue to be a registering authority, and still less so in view of the fact that he has not received a single app

application for the last eighteen months. The last sentence of the draft rule is intended to make it clear that any registering officer can take action under the rules if an occasion arises.

Rule 2.- To this has been added a provision regarding re-registration. It has been found desirable that it should be possible for the registering authority (the Commissioner of Police for the City of Madras in particular) to insist on new residents registering their vehicles. The rule, as drafted, leaves it open to the registering authority to refrain from taking action in the case of temporary residents.

Rule 5. The draft rule requires both transferor and transferee to intimate a change of ownership instead of the transferee only as at present. The Committee consider that this alteration is very desirable.

Rule 10. This rule has but recently been framed by Government. The Committee unanimously would respectfully submit that it places a dangerous weapon in the hands of local authorities and that it would be far preferable if the powers conferred by the rule were to be exercised by the District Magistrates.

Rule 11. The draft rule goes further than the present rule in requiring a driver not only to stop his vehicle but also to stop his engine. This is undoubtedly necessary at least in the

case of frightened animals, as a motor-vehicle with its engine "running light" is as a rule much more alarming than one in draught.

Rule 12. The Committee see no objection to the use of sirens in the open country where in fact they are far more effective in warning traffic than are horns.

The cutting out of exhausts in towns is a public nuisance and should be prohibited.

Rule 13. The use of unhooded or unscreened acetylene and electric lamps in towns is extremely dangerous and the addition now made to this rule is undoubtedly necessary.

Rule 14 (b) This has been deleted. Such a rule is not necessary in this country even in towns where the conditions are very different to those prevailing in Europe. The addition relating to steam-propelled vehicles is taken from the Bombay rules.

Rule 16.- The Committee think it desirable that drivers of motor vehicles should be required to use hand signs in order to convey intimation of their intentions to traffic generally.

5. In the draft rules a new main heading appears--IV--Licensing of drivers. It is proposed to give registering authorities power to endorse (by way of warning) and to suspend

the

the licenses of drivers, also to Magistrates power to endorse such licenses.

Section 4 of the Act would appear to authorise the framing of such a rule, but if it does not, the Act might well be amended in this respect.

4. Two other amendments of the Act are suggested. The first relates to Section 4 (3), the language of which section is not absolutely free from doubt. The reasonable construction to be placed on it is that the licensing officer in any particular locality where any questions of granting, renewal or cancellation of a license may arise, may refuse to grant or renew a license or may cancel a subsisting license. With regard to the case of refusing to grant a license, the words "the licensing officer" can only mean any licensing officer to whom an application for the grant of a license may be made. Similarly, in the case of a renewal it is unnecessary and might be productive of hardship to require that it should be granted only by the officer who granted the original license; and therefore in this connection also the words "the licensing officer" must mean the licensing officer of any locality where a driver may be guilty of misconduct.

(can only mean any licensing officer to whom an application for renewal is made. In the case of cancellation also the words "the licensing officer"

In order, however, to make the meaning perfectly clear it is suggested that the words "by whomsoever granted" should be

inserted

inserted after the words "subsisting license"

The second amendment proposed relates to Section 7 (b) of the Act, and here it is suggested that the words "which appears to be frightened by the motor- vehicles" should be deleted. Whether an animal is frightened or not, is a matter of opinion, and it is hardly safe to leave the decision to the driver of the motor-vehicle.

I have already alluded to the first portion of this section. The words "stop and remain stationary" should rather be "stop the engine and remain stationary", the reason being that an engine "running light" is likely to be more terrifying to a timid animal than an engine in draught.

5. I may add that all District Magistrates, the motor-firms in Madras and some prominent motorists were consulted by the Committee before the draft rules were framed.

Draft of Revised Rules.

I.- Preliminary

Short title, extent and definition.

1. (1) These rules may be called the Motor-vehicles Rules, 1911.

(2) They shall extend to the whole of the Madras Presidency

(3) In these rules---

(a) "the Act" means the Motor-vehicles Act (~~1911~~) 1907

(b) the expression "motor cycle" means a two, three or four wheeled cycle propelled by mechanical means, fitted with seats, but without a carriage body and weighing not more than 5 cwts.

(4) "Registering authority" shall mean the Commissioner of Police, Madras, for the city of Madras, the District Magistrate for his own district or the registering authority within whose jurisdiction any action under these rules has to be taken.

II. Registration.

Fees.

2. (1) The fee for registration under this Act shall be Rupees four for motor-cycles and rupees sixteen for all other motor-vehicles. There shall be no fee for re-registering motor-vehicles which have been already registered under any other enactment in force in British India.

Re-Registration.

(2) A registering authority may compel any person possessing a motor-vehicle within the limits of his jurisdiction to re-register that vehicle and shall communicate the fact to the registering authority by whom the vehicle was last registered.

Number, transfer of ownership, etc.

3.(1) The registering authority shall assign a distinguishing number to each motor-vehicle and shall record the name and address of the owner.

(2) The number so assigned shall be shown in white figures on a black ground and shall be affixed by the owner in a prominent position on the front and the rear of the motor-vehicle.

(3) The numbers shall be of not less than 3½ inches in height and shall be perfectly legible.

In the case of motor-cycles they shall be of not less than 2 inches in height.

(4) Such numbers shall not be in any way obscured or rendered, or allowed to become, not easily discernible at a reasonable distance.

4. In the case of a manufacturer of, or dealer in, motor vehicles, a general number may be assigned by the registering officer on payment of an annual fee of Rs.32/- to be used on any motor-vehicles when on trial after completion of the running parts or when on trial by an intending purchaser or when being used by a person licensed under section 4 (1) of the Act, for the purpose of instructing any other person in the use of the motor-vehicle or cycle. Provided that such motor-vehicle shall not ply for or be let out on hire unless it has been separately registered

under

under section 3 of the Act.

5. Every transfer of ownership shall forthwith be intimated to the registering officer by the transferor as well as by the transferee by notices in writing signed by themselves or by their agents and that registering authority shall communicate the fact to the registering authority by whom the vehicle was last registered.

Requirements before registration.

6 (1) Before registering a motor-vehicle the registering officer shall be satisfied that it is provided with two independent brakes or other means of stoppage in good working order and of such efficiency that the application of either is capable of promptly stopping the motor-vehicle.

(2)In the case of applications for the registration of motor-vehicles outside the City of Madras,the registering officer may accept the certificate of the District Superintendent of Police that the requirements of sub-section (1) are in any particular case, in his opinion, sufficiently complied with.

Subsequent defects

7. If at any time after a motor-vehicle has been registered any registering officer has reason to believe that it has ceased to comply with the requirements of sub-section (1) of rule 6, or that it is not maintained in such a condition as to prevent danger to the public, he may, after notice to the registered owner

direct

direct that the registration be cancelled until such time as the defects are rectified to his satisfaction.

III-General.

Driving on the right side of the road.

8. A motor-vehicle shall be driven in accordance with the rules of the road which require a vehicle to keep on the left of the road except when overtaking horses and other vehicles going in the same direction which should be passed on their right.

Provided that when passing a tramcar or other vehicle running on fixed rails the driver of any motor vehicle may drive on whichever side thereof he may consider necessary, having due regard to the circumstances of the case.

Reckless driving.

9. A motor-vehicle shall not be driven in a public road or place recklessly or negligently or at a speed or in a manner which is likely to endanger human life or to cause hurt or injury to any person or animal or damage to any vehicle or property or which would be otherwise than reasonable and proper having regard to all the circumstances of the case including the nature, condition and use of the road, and to the amount of traffic which is actually on it at the time, or which may reasonably be expected to be on it.

Speed limit.

Provided that the President of the Madras Corporation within the City of Madras, and the District Magistrate elsewhere, shall have power subject to the approval of Government, to prescribe

that when passing through a particular locality, street, or village, motor-drivers shall not exceed such rate as may be indicated upon notice boards erected at each end of the locality, street or village.

Provided also that the Government by notification may prescribe a rate of speed which shall not be exceeded either generally or in any particular locality.

Prohibition as to use of motor-vehicles on footpaths in certain localities.

10 (1) A motor-vehicle shall not be driven in any footway, nor in any road or public place, where such driving may, for the time being, be prohibited as being dangerous to the public or obstructive to traffic by an order promulgated by the President of the Taluk Board for the Taluk or the Chairman of the Municipality within which the footway, road, etc. is situated. Such order may be in respect of driving within specific hours of of driving generally, and may at any time be withdrawn or varied by the President or the Chairman as the case may be.

(2) Any person affected by an order issued under rule 10 (1) may apply, by petition to the District Magistrate, to cancel or modify such order.

Directions in regulation of traffic.

11. (1) The person in charge of a motor-vehicle shall obey all directions of Police officers posted or stationed for the regulation of the traffic at crossings or other places and shall cause the motor-vehicle to stop and also stop the engine

when

when requested to do so under section 7, clauses (a) and (b) of the Act.

(2)When any accident has occurred to any person or to any animal or vehicle in charge of any person owing to the presence of any motor-vehicle on the road and there is no Police officer present, the driver of the motor vehicle shall, if any person has been injured, render every possible assistance to such person.

Motor-vehicles to carry horns.

12. Every person driving a motor-vehicle shall have ready and available for immediate use a suitable horn capable of giving audible and sufficient warning of his approach or position and shall sound the same whenever expedient to prevent danger to any of the public. Provided that no sirens shall be allowed in towns where also the cutting out or opening of the exhausts of motor-vehicles of all descriptions is forbidden.

Motor-vehicles to carry lamps.

13. No person shall drive a motor-vehicle between half an hour after sunset and half an hour before sunrise, without three lighted lamps of suitable character and illumination affixed thereto, one on either side of the front portion and one at the back of such motor-vehicle, the light at the back having a red glass facing to the rear and a white glass at the side thereby illuminating the number of the vehicle and rendering it easily distinguishable.

distinguishable.

Provided that acetylene gas or electric lamps shall not be used for the above purpose unless the same are properly hooded or screened to the satisfaction of the registering authority, but such hooding or screening shall not be insisted upon outside the City of Madras or elsewhere outside any local limits specially notified by the District Magistrate.

Provided also that one lamp shall be sufficient in the case of a motor-cycle

Maintenance. 14. No person shall drive a motor-vehicle (a) unless it is at all times under full control so as to prevent undue interference with passenger or other traffic, and unless it is maintained in such a condition as to prevent danger to the public or to any person riding on it;

(b) if such motor-vehicle is propelled by steam, unless

(i) it is so constructed as to consume its own smoke as far as practicable.
(ii) it is fitted with efficient "spark arresters"

15. No motor vehicle shall be allowed to stand in any street or public place unattended by a person licensed under section 4 of the Act, unless all reasonable precautions have been taken to prevent it moving.

16. Drivers of motor-vehicles shall use the following hand-signs for the guidance of traffic meeting or overtaking:--

To indicate stopping or slowing down or turning a corner to the left (which would usually necessitate slowing down.	Right arm to be held up vertically above the head.
To indicate turning to the right.	Right arm to be held out horizontally.

The driver of a motor-vehicle shall not unnecessarily cause the vehicle to travel backwards for a greater distance or time than may be requisite for purposes of safety or in order to turn round.

Register to be kept.

17. A manufacturer or dealer in motor-vehicles shall distinctly mark every such vehicle by a letter or letters in addition to the dealer's general number under rule 4. He shall keep in such form as the registering authority may direct a register showing the name of the driver in charge of each of the motor-vehicles when allowed to leave his premises and the hours and dates on which he was in charge of the vehicle.

Such register shall be open to inspection on the demand of any Police officer of or above the rank of Sub Inspector.

Motor Competition or reliability trials.

18. No motor competition, reliability trial, display or exhibition, in which more than five motor-vehicles take part, shall be permitted on any public road without the previous sanction of Government.

IV. Licensing of drivers.

19. It shall be competent to a registering authority to suspend or endorse a warning on the license of a driver against whom he has taken action under section 4 (3) of the Act and

to

toa Magistrate to endorse a conviction on the license of a driver convicted under the Act.

V. Forms.

Application for license. 20. Every application for a license under section 4 of the Act shall contain the particulars specified in schedule A.

License. 21. Every license granted under section 4 of the Act shall be in the form of schedule B.

Application for registration. 22. Every application for registration shall contain the particulars specified in schedule C.

Schedule A.

Particulars to be given by applicant for license to drive (see Rule 20).

1. Full name of applicant.
2. Postal address or residence of applicant.
3. Whether applicant is over eighteen years of age.
4. Whether applicant holds, or has at any time previously held a license.
5. Particulars of any license which applicant holds or which he has previously held.
6. Particulars of any endorsement on any license which applicant holds or which he has previously held.

SCHEDULE B.

Form of license (see Rule 21)

No. of 191 (TEN RUPEES TWO (Rs.2)only

Motor-vehicle license granted under section 4 of the Madras Motor Vehicles Act, 1907.

----------(Name) ----------
(Address)
of ----------

is hereby licensed to drive a motor-vehicle for the period of twelve months from this date.

(Signature) .....

Commissioner of Police for the City of Madras. or District Magistrate of

Dated .... 191.

Schedule C.

Application for registration (See Rule 22)

1. Full name of owner.
2. Postal address of usual residence of owner.
3. Description or type of motor-vehicle
4. Type and colour of body of vehicle
5. Maximum speed
6. Number of cylinders.
7. Horse power
8. Whether intended for ------
   (a) private use,
   (b) use for trade purposes,
   (c) use as a public conveyance

Additional rules for heavy motor-vehicles.

Heavy motor-vehicle. 1. (a) the expression "heavy motor-vehicle" means a motor-vehicle exceeding two tons in weight, unladen:

Trailer. (b) the expression "Trailer" means any vehicle drawn by or attached to a motor-vehicle.

Axle weight. (c) the expression "axle weight" means, in relation to an axle of a heavy motor-vehicle or of a trailer, the aggregate weight transmitted to the surface of the road or other

base

base whereon the heavy motor-vehicle or the trailer moves or rests by the several wheels attached to that axle when the heavy motor vehicle or trailer is loaded.

(d) the expression"registered axle weight" means, in relation to an axle of a heavy motor-vehicle, the axle weight of that axle as registered by the licensing authorities in pursuance of the ruls

Registered axle weight.

(e) the expression "weight", in relation xx to a heavy motor vehicle or trailer when unladen, means the weight of the vehicle exclusive of the weight of any water, fuel or accumulators used for the purpose of propulsion.

Weight

(f) the expression "width" in relation to the tyre of a wheel, means the distance measured horizontally and in a straight line across the circumference of the wheel and between the two points in the outer surface of the tyre which are farthest apart.

Width

(g) The expression "diameter" in relation to a wheel, means the diameter measured between the two opposite points in the outer surface of the tyre which are farthest apart.

Diameter

2. Before registering a heavy motor-vehicle the registering authority shall satisfy himself that the tyres of the wheels of

the

the vehicle, if the tyres are not pneumatic, or are not made of a soft or elastic material are of the dimensions required by the special rules for heavy motor-vehicles, and may also have the weight of the heavy motor-vehicle, and if he thinks necessary, the axle weight of each wheel ascertained in such manner as he may by general or special order direct.

3. In the case of applications for the registration of heavy motor-vehicles outside the City of Madras the registering authority may accept the certificate of the District Superintendent of Police that the requirements are, in any particular case, in his ~~opinion~~ opinion specially complied with.

4. Where a registering authority at any time after a heavy motor-vehicle has been registered, has reason to believe that it

Subsequent defects.

has ceased to comply with the requirements of any of the rules for heavy motor-vehicles, such registering authority may, after notice to the registered owner, direct that the registration be cancelled until such time as the defects are rectified to its satisfaction.

5. On every application to a registering authority for the

Registration of weights.

registration of a heavy motor-vehicle and for permission to ply for hire the applicant shall declare.—

(a) the weight of the heavy motor-vehicle unladen

(b)

(b) the axle weight of each axle.

(c) the diameter of each wheel

and shall make a declaration in the form of schedule D and append it to his application for registration.

6. Upon receiving from the licensing authority a copy of the entries made in the register relating to a heavy motor-vehicle or trailer, the owner of the motor vehicle shall cause----

Registered weight to be printed on the vehicle.

(a) the registered weight of the heavy motor-vehicle or trailer unladen and

(b) the registered axle weight of each axle to be printed or otherwise plainly marked in letters not less than one inch in height, and in such a manner as to be legible at a reasonable distance, upon some conspicuous part of the right or off side of every heavy motor-vehicle or trailer.

This rule shall not apply to trailers not exceeding one ton in weight unladen.

7 (1) The axle weight of an axle of a heavy motor-vehicle shall not exceed the registered axle weight.

Axle weight.

(ii) The registered maximum axle weight of any axle of a heavy motor-vehicle shall not exceed ~~sixteen~~ eleven tons, and the axle weight of a trailer shall not exceed seven tons.

8. The tyres of each wheel of a heavy motor-vehicle or trailer, unless the tyres are pneumatic or made of a soft or elastic material, shall be smooth and shall, where the tyre touches the surface of the road or other base whereon the heavy motor vehicle moves or rests, be flat provided that the edges

(iii) The sum of the registered axle weights of all the axles of a heavy motor-vehicle shall not exceed sixteen tons.

of the tyre may be bevelled or rounded to the extent in the case of each edge of not more than half an inch:

Provided also that-----

(1) if the tyre is constructed of separate plates, the plates may be separated by parallel spaces which shall be disposed throughout the outer surface of the tyre, so that nowhere shall the aggregate extent of the space or spaces in the course of a straight line drawn horizontally across the circumference of the wheel exceed one-eighth part of the width of the tyre.

(ii) the driving wheels of a heavy motor-vehicle shall be cylindrical and smoothsoled or shod with diagonal cross bars of not less than three inches in width nor more than three quarters of an inch in thickness extending the full breadth of the tyre, and the space intervening between each such cross bar shall not exceed three inches.

Width of tyre.

9. (1) The width of the tyre of each wheel of a heavy motor car or trailer shall be determined by such of the following conditions as may apply to the circumstances of the case; that is to say---

(a) The width shall in every case be not less than 5 inches, or in the case of a trailer 3 inches.

(b) The width shall be not less than that number of half inches which is equal to the number of units of registered axle-

weight

of the axle to which the wheel is attached.

The unit of registered axle-weight shall vary according to the diamater of the wheel, and the rules set forth in the in the sub-joined scale; that is to say---

(i) if the wheel is 5 feet in diameter, the unit of registered axle-weight shall be 7½ cwts.

(ii) if the wheel exceeds 5 feet in diameter, the unit of registered axle weight shall be 7½ cwts with an addition of weight in the proportion of one hundred-weight for every 12 inches by which the diameter is increased beyond 5 feet; and in the same proportion for any increase which is greater or less than 12 inches; and

(iii) if the wheel is less than 5 feet in diameter the unit of registered axle-weight shall be 7½ cwts with a deduction of weight in the proportion of one hundred-weight for every 6 inches by which the diamater is reduced below 5 feet; and in the same proportion for any reduction which is greater or less than 6 inches.

2. This rule shall not apply to any tyre which is pneumatic or which is made of a soft or elastic material or to trailers not exceeding one ton in weight unladen.

Size of wheels.

10. The diameter of a wheel of a heavy motor-vehicle or trailer, if the wheel is fitted with a tyre which is not pneumatic or is not made

madeof a soft or elastic material, shall be not less than two feet.

11. A heavy motor-vehicle, and any trailer attached to any such heavy motor-vehicle may, when measured between its extreme projecting points, be of a width not exceeding 8 feet 6 inches

Width and length of vehicle

and no heavy motor vehicle or train made up of a motor vehicle with one or more trailers attached to it shall be used on any street or road if such motor-vehicle or train exceeds 75 feet in length.

12. Every heavy motor-vehicle and trailer shall be constructed with suitable and sufficient springs between each axle and the frame of the heavy motor-vehicle.

Springs.

13 (1) Each trailer attached to a heavy motor-vehicle shall have a brake approved by the licensing authority and each trailer shall carry upon it a person competent to apply the brake efficiently, provided that where the brakes upon the motor-vehicle to which any trailer is attached are so constructed and arranged that neither of them can be used without bringing into action simultaneously the brake attached to the trailer or if the brake of the trailer can be applied from the motor-vehicle independently of the brakes of the latter, the above conditions need not be complied with.

(2) No heavy motor-vehicle used on any street or road

shall

shall have attached to it more than three trailers.

Vehicles for the conveyance of passengers.

14.A trailer shall not be attached to a heavy motor-vehicle which is used as a public conveyance except under a permit granted by the Governor in Council or by an officer authorised by Government in this behalf.

Use of motor-vehicles on bridges.

15 (1) Where the registering authority or elsewhere than in the city of Madras, the District Magistrate or the Executive Engineer or a Local Board or Municipality or Railway administration affixes or sets up in suitable and conspicuous positions, on each approach to a bridge, forming part of a highway, notices which, as regards all their contents or subject matter, shall be clearly and distinctly legible and visible by persons approaching the bridge and which state that the bridge is insufficient to carry a heavy motor-vehicle, the registered axle ~~mix~~ weight of which exceeds that specified in the said notice board, the owner of any such heavy motor-vehicle, shall not cause or suffer the motor vehicle to be driven, and the person driving or in charge of the motor-vehicle shall not drive the motor-vehicle upon the bridge.

(ii) The owner of a heavy motor-vehicle shall not cause or suffer the motor-vehicle to be driven, the person driving or

in

in charge of the heavy motor-vehicle shall not drive the motor-vehicle, upon a bridge forming part of a highway at any time when another heavy motor-vehicle or a locomotive is on the bridge, the combined weights of which would exceed the carrying capacity of the bridge.

16. When a heavy motor-vehicle is used on any road or street two persons shall be employed in driving or attending to such vehicle.

17. The cylinder taps of a heavy motor-vehicle propelled by steam shall not be opened within sight of any person riding, driving, leading or in charge of any horse upon the road or street, nor shall the steam be allowed to attain a pressure so as to exceed the limit fixed by the safety valve, so that no steam shall blow off when the vehicle is upon the road or street.

18. No heavy motor-vehicle, or class of heavy motor-vehicles, shall be driven in any street or road wherein such traffic may for the time being be prohibited in the City of Madras by the Commissioner of Police, and elsewhere by the District Magistrate.

19. The speed at which a heavy motor-vehicle is driven on any public road shall not exceed seven miles an hour.

Provided that-----

(a) if the weight of the motor-vehicle unladen exceeds three tons, or

(b) if the registered axle weight of any axle exceeds six tons, or

(c) if a trailer is attached to the heavy motor-vehicle, the speed shall not exceed five miles an hour.

Provided also that---

If the heavy motor-vehicle has all its wheels fitted with pneumatic tyres or with tyres of a soft or elastic material, the speed at which the heavy motor-vehicle may be driven on any public road shall not exceed--

(a) twelve miles an hour where the registered axle weight of any axle does not exceed six tons.
(b) seven miles an hour where such registered axle weight exceeds six tons.

20. Every person driving a heavy motor-vehicle shall have ready for immediate use a suitable horn, bell or gong capable of giving audible and sufficient warning of his approach or position, and shall sound the same whenever expedient to prevent danger to any of the public.

Schedule D.

Application for registration of a heavy motor-vehicle.

(See rule 5)

Declaration.

I hereby declare that the following particulars in relation to the motor-vehicle or trailer to which my application relates are true to the best of my knowledge and belief.

(1) Weight of my heavy motor-vehicle or trailer unladen.
(2) Axle weight.
(3) Diameter of each wheel.

Educational Department.

Subject.

Establishment of a class for the training of motor-drivers.

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x x x

Judicial Department.

x x x

Issue O.M. to Chittoor D.M.

2. Please add a copy of the report from the Motor-rules committee, and then send the file with the information obtained to Educational with the remark that figures for Chittoor will be furnished as soon as they are received.

S.H.S.
3-7-11.

(Issued as O.M.65-5, d/5-7-11 to the D.M., Chittoor).

Educational, u.o.

Educational Department.

x x x

Await Chittoor figures and a copy of the report of the Motor-rules committee. Please ask Judicial for the latter.

L.D.
12-7-11.

Only one copy was received and that is under disposal in Judl.
V.K.M.
6-7-11.

* Recd. & is being sent to Edl. Separately -
12/7/11

US,
The Judicial department may be requested to furnish, to Educational a Copy of the report of the motor-rules Committee as soon as one can be made available.

PR
12-7-11

AD
12-7-11 Jud Sec.

Rec'd 6-6
12/7/11.

VC
15-7-11

CHIEF SECRETARIAT 18.JUL.1911 MADRAS GOVT

CURRENT NO. 1161 JUDICIAL-A

Regd 15-7-11

*When given for copying*_____
*When copied*_____
*When examined*_____ } 191
*When signed*_____

READ AGAIN G.O., No. 191 , DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT.	A	A	A	A	A	A	A
LETTER OF GOVERNMENT.							
STATEMENT WITH DITTO.							
PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.							

N.B.—
A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy Heading only.