"(4) An omnibus may carry a number of standing passengers not exceeding one-third of the number of passengers for which the vehicle, or in the case of a double-decked vehicle the lower deck, has seating capacity, or eight, whichever number is the less, if the standing passengers are taken up during hours of peak traffic or in circumstances in which undue hardship would be caused to such passengers if they were not carried in the vehicle :

Provided that no standing passengers shall be carried—

(*a*) on the upper deck of a double-decked omnibus ;

(*b*) if there is any vacant seat in the vehicle."

2. These Regulations shall come into operation on the 1st day of July, 1948, and may be cited as the Public Service Vehicles (Amendment) Regulations, 1948.

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this 15th day of June, one thousand nine hundred and forty-eight.

(L.S.) *Arthur Acheson Farrell,*
Assistant Secretary.

REGULATIONS, DATED 2ND DAY OF JUNE, 1948, MADE BY THE MINISTRY OF COMMERCE UNDER THE MOTOR VEHICLES AND ROAD TRAFFIC ACTS (NORTHERN IRELAND), 1926 TO 1945.

1948. No. 140

The Ministry of Commerce in exercise of the powers vested in it by the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1945, and of all other powers thereunto enabling it, hereby makes the following regulations, that is to say :—

1. These Regulations may be cited as the Public Service Vehicles and Goods Vehicles (Drivers' Hours of Duty) (Amendment) Regulations, 1948, and shall be read and construed as one with The Public Service Vehicles and Goods Vehicles (Drivers' Hours of Duty) Regulations, 1935 (**a**) (hereinafter referred to as " the principal regulations ").

2. The Public Service Vehicles and Goods Vehicles (Drivers' Hours of Duty) (Amendment) Regulations, 1937 (**b**), are hereby revoked.

3. The following proviso shall be added to Article 6 of the principal regulations :—

" Provided, however, that the provisions contained in this Article shall not be construed as applying to :—

(**a**) S. R. & O. (N.I.), 1935, No. 22.
(**b**) S. R. & O. (N.I.), 1937, No. 134.