53-204


# Historical File Copy <br> THE MOTOR VEHICLE PRELIMINARY REPORT OF REGISTRATIONS aND SIZE, WEIGHT AND SAFETY REGULATIONS 1957 

Published by Authority of
The Honourable Gordon Churchill, Minister of Trade and Commerce


TABLE 1. Registrations of Motor Vehicles, Drivers, etc., 1957


- Figures not complete.
.. Figures not complete.
.. Not svallable.
- Nil.
${ }^{1}$ Included with passenger automobiles.
${ }^{2}$ Yukon Territory only.
${ }^{3}$ Includes motor huses, trolley coaches and school buses
- Includes 39 U-Drive trucks.
- Included with trucks.
- Excluding farm tractors.
' Includes station wagons and seven-passenger cars used as buses.

TABLE 1. Registrations of Motor Vehicles, Drivers, etc., 1957

| Quebec $31 / 12 / 57$ | Ontario $31 / 12 / 57$ | Manitoba $28 / 2 / 58$ | Saskatchewan $31 / 3 / 58$ | Alberta $31 / 3 / 58$ | British Columbia $28 / 2 / 58$ | Yukon <br> N.W.T. $31 / 3 / 58$ | No. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{r} 49,534 \\ 600,512 \end{array}$ | $\begin{array}{r} 164,759 \\ 1,266,679 \end{array}$ | $\cdots$ | $\cdots$ | $\ldots$ | $\begin{array}{r} 50,990 \\ 320,737 \end{array}$ | 659 2,716 | 1 |
| 650,046 | $1,431,438$ | 181,685 | 185,912 | 275,449 | 371, 727 | 3,375 | 3 |
| 16,584 2,584 | 1 | 594 276 | 532 99 | 819 411 | 1 | ${ }^{70} 6^{2}$ | 4 5 |
| 669,214 | 1,431,438 | 182,555 | 186,543 | 276,679 | 371,727 | 3.451 | 6 |
| $\begin{array}{r} 4,178 \\ 163,980 \end{array}$ |  | $\cdots$ | $\cdots$ | . | 14,832 97,260 | $\begin{array}{r} 424 \\ 1.869 \end{array}$ | 7 8 |
| 168,158 | 345,961 | 57.7974 | 110,407 | 123,474 | 112,092 | 2,293 | 9 |
| 3 | 1 | 5 | 2,352 | s | s | 139 | 10 |
| 168,158 | 345,961 | 57, 7974 | 112,759 | 123,474 | 112,092 | 2,432 | 11 |
| . 3.410 |  | 199 | 129 | , 54.1 | 5 | 30 | 12 |
| 852 |  | 1 | 1 | 2.543 | 5 | 5 | 14. |
| 4,262 | 4,578 | 199 | 129 | 3,084 | 5 | 35 | 15 |
| 13,040 26,373 | 11,522 | $\begin{aligned} & 1,602 \\ & 2,189 \end{aligned}$ | 663 | 1,992 | 3,714 | 7 230 | 16 |
| $\begin{aligned} & 881,047 \\ & 824,908 \end{aligned}$ | $1,793,499$ $1,710,240$ | 244,342 238,021 | 300,094 291,053 | 405,229 381,153 | 487, 533 450,547 | 6,155 5,451 | 18 19 |
| 56.139 $+\quad 6.8$ | 83,259 $+\quad 4.8$ | 6.321 $+\quad 2.7$ | 9,041 $+\quad 3.1$ | 24,076 $+\quad 6.3$ | 36,986 $+\quad 8.2$ | 704 $+\quad 12.9$ | 20 |
| 49,022 | 109,150 | 16,834 | 14,878 | 1,989 ${ }^{10}$ | 29,663 | 462 | 22 |
| $\begin{aligned} & 669.284 \\ & 380.577 \end{aligned}$ | $\begin{array}{r} 1,298,634 \\ 789,084 \end{array}$ | $\begin{array}{r} 235,329^{12} \\ 49,827^{11} \end{array}$ | 351,319 | 12 | 107. $594^{182}$ | 5,263 2,628 | 23 24 |
| 1,849 |  | 653 | 1,349 | 1,225 | 735 | $1{ }^{14}$ | 25 |
| 4,405 | 2.750 | 924 | 1,775 | 2,099 | 1,720 | 16 | 26 |
| 1,302 4,823 | 14,784 | .. | 1,768 | 3,476 3,330 | 3,400 | 62 32 | 27 28 |
| 5.4 | 3.1 | 3.5 | 2.9 | 2.9 | 3.0 | 5.0 | 29 |
| 5.6 | 3.1 | 3.6 | 3.1 | 2.9 | 3.0 | 5.3 | 30 |
| 7.1 | 3.9 | 4.7 | 4.7 | 4. 2 | 4.0 | 9.0 | 31 |
| 7.4 | 3.9 | 5.0 | 5.0 | 4.3 | 4.0 | 9.2 | 32 |
| 0.66 | 1.02 | 0.92 | 0.90 | 1.03 | 0.98 | 0.58 | 33 |
| 0.65 | 1.02 | 0.85 | 0.88 | 0.97 | 0.99 | 0.53 | 34 |

[^0]TABLE 2. Size and Weight Regulations for Commercial Vehicles in Effect March 31, 1958


[^1]TABLE 2. Size and Weight Regulations for Commercial Vehicles in Effect March 31, 1958

| New Brunswick | Quebec | Ontario | Manltoba | Saskatchewan | Alberta | British Columbla |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 35 | 35 | 35 | 35 | 35 | [ | 35 | 1 |
| 35 | 35 | 33 | 35 | 35 |  | 35 | 2 |
| 35 | 35 | Combination not to exceed 50 凡. | 50 | 50 - tractor and semi-trailer | 35 ft . wheel base | 35 | 3 |
| 35 | 35 | 33 | 35 | 35 |  | 35 (40 on certain | 4 |
| 50 | 50 | 50 | 60 | 60 | 60 | 50 ( 60 on certain highways) | 5 |
| 96 | 96 | 96 | 96 | 96 | 96 | 96 - Loads of hay etc. up to 120 in . | 6 |
| 150 | 150 | 162 | 156 | 156 | 162 | 150 (162 on certain | 7 |
| 1 | 1 | Comblastion not to exceed 50 ft. | 1 | N.S. | 1 | highways) <br> 1 (2 on certain highways) | 8 |
| N.s. | N.s. | N.S. | 40 | N.8. | 42 | N.S. | 9 |
| $\begin{aligned} & 24,000^{1} \\ & 22,000^{1} \end{aligned}$ | 27,000 ${ }^{3}$ | 28,000 | 28,000 | 24,000 | 24,000 | 26,000 | 10 |
| $\begin{aligned} & 36,0001 \\ & 32,000^{2} \end{aligned}$ | $\begin{aligned} & 28,000^{3} \\ & 34,000^{4,9} \end{aligned}$ | 40,000 | 40,000 | 32,000 | 38,000 | 40,000 | 11 |
| $\begin{aligned} & 54,000^{2} \\ & 48,000^{2} \end{aligned}$ | $\begin{aligned} & 44,000^{3} \\ & 50,000^{4,}, \end{aligned}$ | 56,000 | 44,000 | 44,000 | 56,000 | 61,500 | 12 |
| N.P. | N.P. | 84.000 | N.P. | 48,000 | N.P. | 73,300 | 13 |
| $\begin{aligned} & 54,000^{1} \\ & 48,000^{3} \end{aligned}$ | $\begin{aligned} & 44,000 \\ & 50,000^{4}, 9 \end{aligned}$ | 68,000 | $\begin{array}{r} 44,000^{8} \\ (58,000) \end{array}$ | 48,000 | $\begin{gathered} 62,000 \\ \text { (Specified high ways) } \end{gathered}$ | 61.500 | 14 |
| N.P. | N.P. | 108,000 | N.P. | 48,000 | N.P. | 73,300 | 15 |
| N.P. | N.P. | 96,000 | N.P. | 48,000 | N.P. | 73,300 | 16 |
| $\begin{aligned} & 60,000^{8} \\ & 54,000^{2} \end{aligned}$ | $\begin{aligned} & 44,000^{3} \\ & 50,000^{4}, 3 \end{aligned}$ | 68,000 | $\begin{array}{r} 44,000^{5} \\ (72,000) \end{array}$ | 48,000 | $\begin{gathered} 82,000 \\ \text { (Speciffed highways) } \end{gathered}$ | 61,800 | 17 |
| N.P. | N.P. | 96,000 | N.P. | 48,000 | N.P. | 73,300 | 18 |
| $\begin{aligned} & 60,000^{1} \\ & 54,000^{2} \end{aligned}$ | $\begin{aligned} & 44,000^{3} \\ & 50,000^{4,1} \end{aligned}$ | 80,000 | $\begin{array}{r} 44,0005 \\ (72,000) \end{array}$ | 48,000 | $\begin{gathered} 62,000 \\ \text { (Specifled highways) } \end{gathered}$ | 64,800 | 18 |
| N.P. | N.P. | 120,000 | N.P. | 48,000 | N.P. | 73,300 | 20 |
| N.P. | N.P. | 108,000 | N.P. | 48,000 | N.P. | 73,300 | 21 |

TABLE 2. Size and Weight Regulations for Commercial Vehicles in Effect March 31, 1958 - Concludel

| No. |  | Newfound land | Prince Edward Island | Nova Scotia |
| :---: | :---: | :---: | :---: | :---: |
|  | Practical gross weight limits - Concluded |  |  |  |
|  | Tractors and combtnations: |  |  |  |
| 22 | 2-axle tractor, 1-axle semi-trailer..................................... Lb. | N. S. | $\begin{aligned} & 44,000^{1} \\ & 40,000^{2} \end{aligned}$ | 42,000 |
| 23 | 2-axle tractor, 1-axle semi-trailer and 2-axle full-trailer ... " | N.P. | N.P. | N.P. |
| 24 | 2-axle tractor, 1-axle semi-trailer and 3-axle full-traijer ...." | N.P. | N.P. | N.P. |
| 25 | 2-axle tractor and 2-axle semi-trailer .............................. " | N.S. | $\begin{aligned} & 54,000^{2} \\ & 48,000^{2} \end{aligned}$ | 48, 000 |
| 26 | 2-axke tractor, 2-axle semi-trailer and 2-axle full-traller .... " | N.P. | N.P. | N.P. |
| 27 | 2-axle tractor, 2-axle semi-trailer and 3-axle full-trailer .... " | N.P. | N.P. | N.P. |
| 28 | 3-axle tractor and 1-axle semi-trailer ................ | N. S. | $\begin{aligned} & 54,000^{1} \\ & 48,000^{2} \end{aligned}$ | 48,000 |
| 29 | 3-axle tractor, 1-axle semi-traller and 2-axle full-trailer | N, P. | N.P. | $\mathrm{N} . \mathrm{P}$. |
| 30 | 3-axle tractor, 1-axle semi-traller and 3-axle full trailer .... " | N.P. | N.P. | N, P. |
| 31 | 3-axle tractor and 2-axle semi-trailer | N.S. | $\begin{aligned} & 54,000^{1} \\ & 48,000^{2} \end{aligned}$ | 54,000 |
| 32 | 3-axle tractor, 2-axie semi-traller and 2-bixle fuld-traller..." | N.P. | N.P. | N.P. |
| 33 | 3-axle tractor, 2-axle semi-trailer and 3-axle full-trailer .... '. | N.P. | N.P. | N.P. |
| 34 | 3-axle tractor, 2-axle semi-trailer and 4-arle full-trailer .... ." | N.P. | N.P. | N.P. |
| 35 | Meximurn gross weight, any combination ............................. " | 20,000 | $\begin{aligned} & 54,000^{1} \\ & 48,000^{2} \end{aligned}$ | 56,000 |
| 36 | Load per inch of tire width ................................................. Lb. | 500 | 500-600 | 500-800 |
| 37 | Maximum axle-load ............................................................. ${ }^{\text {. }}$ | N, S. | 18,000 | 18,000 |
| 38 | Tandem axles (4 feet apart) ............................................... '* | N.S. | 15,000 | 24.000 gross |

[^2]TABLE 2. Size and Weight Regulations for Commercial Vebicles in Effect March 31, 1958 - Concluded

| New Brunswick | Que bec | Ontario | Manitoba | Saskatchewan | Alberta | Briush Columbe |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 44,000 ${ }^{1}$ | 40,000 | 46,000 | 44,000 | 42,000 | 42,000 | 44,000 | 22 |
| N.P. | N.P. | 74,000 | N.P. | 48,000 | $\begin{gathered} 62,000 \\ \text { (Specified highwars) } \end{gathered}$ | 73,000 | 23 |
| N, P. | N, P. | 88,000 | N.P. | 48,000 | N.P. | 73, 300 | 24 |
| $\begin{aligned} & 54,000{ }^{1} \\ & 48,000^{2} \end{aligned}$ | $\begin{aligned} & 44,000^{2} \\ & 50,000^{4}, \end{aligned}$ | 58, 000 | $\begin{gathered} 44,000^{5} \\ (58,000) \end{gathered}$ | $45,000^{\prime}$ | 56,000 | 56,000 | 25 |
| N.P. | N. P. | 86,000 | N.P. | 48,000 | $\begin{gathered} \text { 62, } 000 \\ \text { (Specifled high ways) } \end{gathered}$ | 73,300 | 26 |
| N.P. | N.P. | 98,000 | N.P. | 48,000 | N.P. | 73,300 | 27 |
| $\begin{aligned} & 54,000^{1} \\ & 48,000^{2} \end{aligned}$ | $\begin{aligned} & 44,000^{8} \\ & 50,000^{4,3} \end{aligned}$ | 58,000 | $\begin{gathered} 44,000^{8} \\ (58,000) \end{gathered}$ | 45,000 | 58, 000 | 56,000 | 28 |
| N.P. | N.P. | 86,000 | N.P. | 48,000 | $\begin{gathered} \text { 62, } 000 \\ \text { (Speecilled highways) } \end{gathered}$ | 73. 300 | 29 |
| N.P. | N.P. | 98,000 | N.P. | 48,000 | N.P. | 73.300 | 30 |
| $\begin{aligned} & 60,000^{2} \\ & 54,000^{2} \end{aligned}$ | $\begin{aligned} & 44,000^{2} \\ & 50,000^{4}, \end{aligned}$ | 70,080 | $\begin{gathered} 44,000^{3} \\ (72,000) \end{gathered}$ | 48,000 | $\begin{gathered} 62,000 \\ \text { (specinted highways) } \end{gathered}$ | 60, 700 | 31 |
| N. P. | N.P. | 98,000 | N.P. | 48,000 | $\begin{gathered} 62,000 \\ \text { (Specifled highwivys) } \end{gathered}$ | 73, 300 | 32 |
| N.P. | N.P. | 110,000 | N.P. | 48,000 | N.P. | 73, 300 | 33 |
| N.P. | N.P. | 110,000 | N.P. | 48,000 | N.P. | 73,300 | 34 |
| $\begin{aligned} & 60,000^{1} \\ & 54,000^{3} \end{aligned}$ | 50,000 ${ }^{\text {1 }}$ | NS | $\begin{array}{r} 44,000^{5} \\ (72,000) \end{array}$ | 48,0007 | $\begin{aligned} & 62,000 \\ & \text { (Specified highways) } \end{aligned}$ | 73,300 | 35 |
| 500-600 | 500-600 | 600 | 500 | 500 | Tire table used | 600 | 36 |
| 18,000 | 18,000 | 18,000 | 18,000 | 18,000 | 18,000 | 18,000 | 37 |
| 18,000 | 12,000 | 14,000 | 32000 gross | 14,000 | 32,000 gross | 32,000 gross | 38 |

"Class A highway. Certain highways have been designated as capable of carging higher loads as shown in brackets.

- Maximum welght reduced by $20 \%$ when wheel base of sami-traller less than is feet
$\rightarrow$ Waximum welghtreduced by $20 \%$
- Spsced more than elght feet from any other axle of the same vehicle.

One of tandem must not exceed $18,0001 \mathrm{bs}$.

TABLE 3. Safety Regulations for Commercial Vehicles in Effect March 31, 1958


TABLE 3. Safety Regulations for Commercial Vehicles in Effect Marcb 31, 1958

| Ruebec | Ontario | Manitoba | Saskatchewan | Alberta | British Columbia | . |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Two-white | Two-white, green or | At least 2 -white | At least 2-same number | Two-colour N.S. | Two-white | I |
| 300 tt . | 300 ft . | N.S. - (1Lght visible 500 ft.) | 300 ft . | 350 ft. | 350 ft . | 2 |
| N.S. | N.S. | N.S. - (Itght visible 500 tt.) | N.S. | 100 ft . | 100 ft . | 3 |
| N.S. | N.S. | N, P. | N.S. | 3 P-colour N.S. | 1P-white | 4 |
| N.S. | 1 | N, P. | N.s. | 1 | Except if auxiliary passiog lights inuse | 5 |
| N.s. | N.S. | I"ditch lamp" ${ }^{2}$ - colour N.8. | N.S. | N.S. | 1 P -white | 6 |
| N.S. | $\pm$ | N.S. | N.S. | N.S. | Except if auxiliary driving lights in use | 7 |
| N.S. | 1 front $P^{2}-$ colour N.S. | N.S. | 1P-colour N.s. | P with restrictions | 1P-white | 8 |
| N.s. | 1 | May be used by police, ambulance, repsir or fire or by written permit | Extinguish 1500 ft . from oncoming vehicle | 2 | No limitation if proper2y mounted | 9 |
| N.S. | N.S. | N.R. |  | 3P-colour N.S. | 2P-amber | 10 |
| N.S. | 1 | N, S. | Headilghts and talllights to be ased in fog | 1 | Anytime - may be used in fog with beadlights off | 11 |
| N.S. | N.s. | 2 white P -not over 4 candle power | N.S. | N.R. | 2 P -white or amber | 12 |
| N.S. | 1 | When parking | N.s. | N.S. | N.S. | 13 |
| Two-red | One-red | One or two-red" | One-red* truchs erempt | One-red | One-red | 14 |
| At least 100 ft . | 500 ft . | 500 ft . | 200 ft . | 500 tt. | 500 ft . | 15 |
| N.s. | 4and'-red and yellow | P-red | 1 P-red | One-red | Two, 4 in. in diameter on school buses, one on passenger buses unless band signal clearly Elven-red or amber | 16 |
| N.S. | 100 st. | 100 ft . | N.s. | 100 \%t. | 500 ft . | 17 |
| N, $\mathrm{B}^{\text {d }}$ | N.S. | N.R. | N.S. | N.R. | 2 P -while | 18 |
| N.s. | N.S. | N.S. | N.S. | N.S. | Backing up only | 18 |
| Two | $4 P$ | 2 headlamps (2 parking front allowed) 1 or ? red tall-lights and rear number plate illumilated | Three | Two, plus two auxiliary lamps | Three only | 20 |
| One-green ${ }^{\text {se }}$ | One-green or amber ${ }^{20} 3$ | Two-green or amber ${ }^{10}$ | Two - amber, top ${ }^{\text {se }} 3$ | $\begin{aligned} & \text { Two-smber, one esch } \\ & \text { side } \end{aligned}$ | $\underset{\substack{\text { Two-amber, one each } \\ \text { side } \\ \text { 20 }}}{ }$ | 21 |
| 500 ก. | 500 ft. | 500 ft . | 200 ft . | 500 ft . | 500 ft . | 22 |
| One-red ${ }^{20}$ | One-red ${ }^{\text {20, }}$, 4 | Two-red ${ }^{10}$ | Two - red, top ${ }^{10}$ red lamp or reflector on trailers | Two-red, one each side ${ }^{\text {ane }}$ | Two-red, one encb side* | 23 |
| 500 ft | 500 \%. | 500 ft . | 200 ft . | 500 ft . | 500 ft. | 24 |
| sored reflector within 6 <br> in. of extreme left side | Frari-two-rreen ar andber ${ }^{34}$ <br> Rear - two - red ${ }^{24}$ | N,R. | N.S. | N,R. | N.S. | 25 |
| 500 ft . | 500 ft . | N.s. | N.S. | N.s. | N.s. | 26 |
| Froat three-green, topso <br> Rear three-red, top ${ }^{81}$ $500 \mathrm{~m} .$ | Front three-green or amber, top ${ }^{\text {si }}$ (public vehicle buses -3 amber) Rear three red, top ${ }^{18}$ 500 ft . | N.R. N.S. | N.S. N.S. | N.R. N.S. | Front three-smber Rear three-red N.S. | 27 28 |
| N.S. | $\begin{aligned} & \text { P-colour and location } \\ & \text { N.S. } \end{aligned}$ | N.R. | N.S. | N.R. | N.S. | 29 |

TABLE 3. Safety Regulations for Commercial Vehicle in Effect March 31, 1958 - Concluded


R-Required. N.R. - Not required. P-Permitted. N.P. - Not permitted. N.S. - Not spectilied. 8. \& E.-Service sud emergency. G. W. - Gross welght.
${ }_{1}$ Not more than 4 lamps lighted at one time.
, Beam to be directed to extreme right - not more than 75 ft , shead - lamp to be stationary.
3. Beam not to left of centre of road or more than 100 feet ahead when meeting another vebicle.

Upon approsching another vehicle no part of high Intensity portion of beam directet to left of the prolorgation of extreme left side of the vahicle nat more than 100 feet abead.

- One white light to illuminate licence plate.
, R on new vehicles sold after January 1, 1956 .
- On vehicles over 85 inches wids.
- On vehicles over 85 inches wide of all vehicles over Bo inches wide.
so On vehicles ofer 80 inches wide.
On vehicles over 80 inches
Within 6 Inches of left slde.
23 Or in special cases 3 amber above drivers cab.
4s On both right and left sides of vehicles over 24 feet long.

TABLE 3. Safety Regulations For Commercial Vehicles in Effect March 31, 1958-Concluded

| Quebec | Ontario | Manitoba | Saskatchewan | Alberta | British Columbia | No. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N.S. N.S. | N.S. <br> N.S. | N.S. N.S. | N. 8. <br> 100 ft | $\begin{aligned} & \text { Two } \\ & 100 \mathrm{ft} . \text { in front } \\ & 100 \mathrm{ft} \text { behind } \end{aligned}$ | $2 \text { only, } 12 \mathrm{im} . \times 12 \mathrm{im} .4$ <br> 100 ft . in front <br> 100 ft . behind | 30 |
| Two flares $R$ Lamps or lanterns ? | Two of approved type ${ }^{23}$ | TW0 ${ }^{17}$ | $\begin{aligned} & \text { Twa-visible upto } 500 \mathrm{ft} . \\ & \text { R on P.S.V. and } \\ & \text { commercial vehicles } \end{aligned}$ | Two-oll of reflector type | Two Ilares, reflectors. fuses or red 1anterns | 32 |
| One -100 ft , in front One -100 ft . behind | One -100 ft . is front One -100 ft . behind | One -200 f. in front One - 200 ft. behind | One -100 ft . in front One -100 th behind | One -100 ft , is front One -100 ft . behind | One -100 fr . is front One -100 ft . behtad | 33 |
| N.R. | N.S. | N.R. | N.R. | Two amber ${ }_{\text {diameter }}{ }^{10} 3$ inches | N.R. | 34 |
| N.S. | N.S. | N.S. | NS. | 36 | N.S. | 35 |
| One -red so -sire N.S. | One - red-sice N.S. | R for trailers - colour and size N.s. | One red light or red rellector-size N.S. | $\begin{aligned} & \text { Two-red }{ }^{20}-3 \text { inches } \\ & \text { diameter } \end{aligned}$ | One red ${ }^{14}$ two on buses 4 inches dismeter | 36 |
| Within 6 lns, of left side | Within 6 in. of left side on commercial vehicles and trallers | Rear | N.S. | 1* | In unobstructed posltion | 37 |
| $\mathrm{R}^{23}$ $\mathrm{R}^{26}$ | $\left[\begin{array}{c} \text { One }{ }^{6} \text { and }{ }^{7} \text { clearly } \\ \text { visible } 100 \mathrm{ft} . \\ \text { front and rear } \end{array}\right]$ | N.R. <br> N.R. | ```20 To camply with S.A.E. standards``` | $[u *$ | $\left[\begin{array}{c} { }^{1} \text { To comply with S.A.E. } \\ \text { standards and be } \\ \text { spproved for B.C. use } \end{array}\right)$ | 38 39 |
| N, S. | One | One | N.S. | P | One - two on pessenger buses 2 on new school buses after July 1, 1855 | 40 |
| N. ${ }^{\text {\% }}$ | N.S. | Frost shields or defrosters R-between Dec. 1 and March 31 | N.S. | R | R on buses only | 41 |
| $k$ on buses only $\mathrm{R}^{27}$ | One of spproved type on public commercial vehtcles and public wehicles only <br> R | R on buses only | ${ }^{23}$ and on vehicles hauling petroleum <br> N.S. | Fauling perishable commodities and on buses and school buses ${ }^{31}$ <br> R | R school buses-approved type and public passenger vehicles carrying over sevon passengers <br> R unless body of vehicle prevents splashing | 42 43 |
| N. $S$. NS. | R on overhanging load 5 or more ft . to fear $R$ | Day - red flag R Night - red light or rellectors $\mathbb{R}$, red llag R when carrying explosives R | Day - red flag R <br> Night - red light R <br> Replacement must be shatter proof | R on projections 5 .f. or more red tlag-12in. $\times 12$ in. <br> $R$ on school buses, windshields - sefety plate-other findows -safety glass | Fr on projections over 4 ft. Day-red llas 12 in . X 12 in , front and rear. Night - red light - rear R ill windshelds | 44 45 |
| R | R | R | R | R | R | 47 |
| One | One | One | One | One Laside - one outside when inside mirtor view obstructed | Two outslde, left and right when inside mirmor view ohstructed ${ }^{14}$ | 48 |
| S. E. | S. \& E. | S. \& | S. \& E, | N S. but must be adeguate | S. \& E. | 49 |
| NS. NS. | Service hrake-40 ft Service brake -40 ft | $30 \mathrm{nt} .$ <br> 30 f.-brakes $R$ on all serad-trallers and on trallers aver $12,000 \mathrm{lb}$. | [G.W. under $10,000 \mathrm{lb},-30$ <br> ft . $\mathrm{G} . \mathrm{W}$. over $10,000 \mathrm{lb}$ : Single unit -2 male40 ft . Other, including all comblostlons50 ft . | 4 wheel hrakes -30 ft . 2 wheel brakes -40 tt . Hand brakes - 55 nt . As above-bpakes $R$ on trailers with capacity $5,000 \mathrm{lbs}$ op over | CG.W. under $10,000 \mathrm{lh},-7$ 30 ft . G.W. over $10,000 \mathrm{ib}$.: single unit - 40 f. Others, including combinationg - 50 ft. | 50 51 |

${ }^{4}$ On vehicles and combinations over 20 feet long.
On vehicles over 80 inches wide or 30 feet long.
17 R to be cartied by buses, taxis and trucks with capacity over $4 / 2$ ton.
${ }^{37}$ Flares, lamps, lanterns of reflecting devices of approved type.
18 On extreme widths - not more than 60 inches or less than 24 inches ahove road surface.
it If vehicle parked without tail 1 ght being llluminated.
so R where
ufnctured or assembled after July 1956 must have signelling
${ }_{31} R$ on vehicles having a width in excess of 24 inches to left of centre of steering wheel.
${ }^{23}$ On commercial vehicles operated outside city, town or village after dusk and before dawn.
${ }^{23}$ Underwriters Laboratories approved type $R$ on public service vehicles.
${ }^{24}$ School buses $-I$ interior, 2 exterior, ( 1 right, 1 left). Passenger buses -1 interior, 1 exterior, left.
${ }^{25}$ Mechanical signal with lumlnous devices 6 in . $\mathrm{X} 11 / 2 \mathrm{in}$. vislble 100 feet.
3s White front, and white or yellow rear, luminous indicators in operation, simultaneously vislble 100 feet.
${ }^{27}$ Rubher or leather mud-flaps 14 inches from ground exteadiag 2 inches each side of tires.




[^0]:    Included with motor buses.

    - No licence required.

    10 P.S.V. and commercial trallers only, remainder included with trucks.
    ${ }^{11}$ For period July 1, 1957 to February 28, 1958, licences issued for two-year period.
    ${ }^{12}$ Alberta and British Columbia licences are issued for a term of 5 years, Due to the Provincial method of registering drivers, s count of the sctual number of drivers' Ilcences is not available. The B.C. total shown sbove constitutes the number of five-year licences issued during the registration year 1957. Alberta figures are not yet avallable.
    ${ }^{33}$ Included with drivers' licences.
    ${ }^{14}$ N.W.T. only.
    ${ }^{25}$ Calendar year 1957.

[^1]:    For footnotes see pages 8 and 9.

[^2]:    N.P. - Not permitted.

    Tires 8. 25 Inches or more.
    ${ }^{2}$ Tyres less than 8.25 inches.

    - To be reduced by $25 \%$ if tires, except on front axle of truck or tractor have dimenstons of less then $9.00 \times 20$
    - When equipped with compensator.

