# THE MOTOR VEHICLE PRELIMINARY REPORT OF REGISTRATIONS AND SIZE, WEIGHT AND SAFETY REGULATIONS 1959 



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DOMINION BUREAU OF STATISTICS
Public Finance and Transportation Division
Transporiation Section



TABLE 1. Registrations of Motor Vehicles, Drivers, etc., 1959


[^0]TABLE 1. Registrations of Motor Vehicles, Drivers, etc., 1959

| Quebec $31 / 12 / 59$ | Ontario $31 / 12 / 59$ | Manitoba $29 / 2 / 60$ | Saskatchewan $31 / 3 / 60$ | Alberta $31 / 3 / 60$ | British Columbia $29 / 2 / 60$ | Yukon <br> N.W.T. $31 / 3 / 60$ | No. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 64.179 | 185, 560 | - | - | - | 49, 268 | 889 | 1 |
| 714,528 | 1,387, 805 | . | . | . . | 370, 154 | 3,287 | 2 |
| 778,707 | 1,573,365 | 198,627 | 207.612 | 313,710 | 419,422 | 4,176 | 3 |
| $\begin{array}{r} 16,334 \\ 3,894 \end{array}$ | 2 | 582 258 | 3 | 801 546 | 2 | 68 4 | 4 |
| 798,835 | 1,573,365 | 199,467 | 207,612 | 315,057 | 419,422 | 4,248 | 6 |
| $\begin{array}{r} 6,410 \\ 183,948 \end{array}$ | - | - | $\cdots$ | - | $\begin{array}{r} 12,051 \\ 105,282 \end{array}$ | $\begin{array}{r} 434 \\ 2,162 \end{array}$ | 7 |
| 190,358 | 385, 088 | $66,280^{5}$ | 114,822 | 135,229 | 117, 333 | 2,596 | 9 |
| 6 | 6 | 6 | 2,561 | 6 | 6 | 223 | 10 |
| 190,358 | 385,088 | 66,280 | 117,383 | 135,229 | 117,333 | 2,819 | 11 |
| 4, 111 | 3.220 232 | ${ }_{7}^{192}$ | , 661 | ${ }_{7}^{551}$ | \% | 29 | 12 13 14 |
| 1,353 | 1,746 |  |  | 2,816 | 6 | $4{ }^{4}$ | 14 |
| 5,464 | 5,198 | 192 | 661 | 3,367 | 6 | 33 | 15 |
| $\begin{aligned} & 12,828 \\ & 32,781 \end{aligned}$ | 10,086 | $\begin{aligned} & 1,536 \\ & 2,499 \end{aligned}$ | $\begin{aligned} & 767 \\ & 267 \end{aligned}$ | 2,805 | 4,128 4,608 | 17 142 | $\begin{aligned} & 16 \\ & 17 \end{aligned}$ |
| $1.040,366$ 968,058 | $1,973,737$ $1,868,922$ | 269,974 256,064 | 326,690 314,423 | 456,458 430,081 | 545,491 $515,244^{8}$ | $\begin{aligned} & 7,259 \\ & 7,2859 \end{aligned}$ | 18 19 |
| $\begin{aligned} & +72.308 \\ & +\quad 7.5 \end{aligned}$ | $+104,815$ $+\quad 5,6$ | $+13,910$ $+\quad 5.4$ | $+12,267$ $+\quad 3.9$ | $+26,377$ $+\quad 6.1$ | $+30,247$ $+\quad 5.9$ | -26 -0.4 | 20 21 |
| 56,115 | 132.743 | 22,629 | 19,105 | 2,31110 | $43,682^{11}$ | 952 | 22 |
| $\begin{aligned} & 743,348 \\ & 428,334 \end{aligned}$ | $\begin{array}{r} 1,418,582 \\ 851,045 \end{array}$ | $\begin{array}{r} 255,295^{13} \\ 60,387^{13} \end{array}$ | 359,712 | $519{ }_{16} 271^{\text {24 }}$ | $\begin{gathered} 650,000^{18} \\ 74,139 \end{gathered}$ | $\begin{aligned} & 5,969 \\ & 3,553 \end{aligned}$ | $\begin{aligned} & 23 \\ & 24 \end{aligned}$ |
| 1,879 |  | 692 | 918 | 1,270 | 786 | $8^{89}$ | 25 |
| 4,559 | 2.971 | 1,069 | 1,414 | 2,298 | 1.775 | 18 | 26 |
| 7,500 5,106 | $\begin{aligned} & 15,887 \\ & 13,72520 \end{aligned}$ | $2_{\text {2 }} 177$ | 4.893 | 3,593 3,753 | $\begin{aligned} & 1,668^{19} \\ & 1,339^{11} \end{aligned}$ | 504 $34{ }^{4}$ | 27 28 |
| 4. 8 | 3.0 | 3.3 | 2.8 | 2.7 | 2. 9 | 4. 7 | 29 |
| 5.0 | 3.1 | 3.4 | 2.8 | 2.8 | 3.0 | 4.5 | 30 |
| 6.3 6.7 | $\begin{aligned} & 3.8 \\ & 3.9 \end{aligned}$ | $\begin{aligned} & 4.4 \\ & 4.6 \end{aligned}$ | $\begin{aligned} & 4.3 \\ & 4.5 \end{aligned}$ | $\begin{aligned} & 3.9 \\ & 4.1 \end{aligned}$ | 3.7 3.9 | 8.0 8.4 | 31 32 |
| 0.76 0.71 | 1.07 1.03 | 0.95 0.92 | $\begin{aligned} & 0.95 \\ & 0.95 \end{aligned}$ | 1. 10 1.08 | 1.02 1.00 | 0.71 0.67 | 33 34 |

[^1][^2]

TABLE 2. Size and Weight Regulations for Motor Vehicles in Effect March 31, 1960


TABLE 2. Size and Weight Regulations for Motor Vehicles in Effect March 31, 1960

| New Brunswick | Quebec | Ontario | Manitoba | Saskatchewan | Alberta | British Columbia |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 35 | 35 | 35 | 40 | 35 |  | 35 | 1 |
| 35 | 35 | 33 | 40 | 35 |  | 35 | 2 |
| 35 | 35 | Combination not to exceed 50 ft . | 60 | 50-tractor and semi-trailer | 35 ft . Wheel bese | 35 | 3 |
| 35 | 35 | 33 | N.S. | 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 | 162 | 156 | 162 - Where bridges and underpasses permit | 150 ( 162 on certain highweys) | 7 |
| 1 | 1 | Combination not to exceed 50 ft . | 1 | N.S. | perrait | $\begin{aligned} & 1 \text { (2 on certain } \\ & \text { bighways) } \end{aligned}$ | 8 |
| N.S. | N.S. | N.S. | 40 | N.S. | 42 | N.S. | 9 |
| $\begin{aligned} & 24,000^{1} \\ & 22,000^{2} \end{aligned}$ | $27.000^{4}$ | 28,000 |  | 26,000 | $\begin{gathered} 24,000,27,000 \\ \text { (Determined by } \\ \text { design of vehicle) } \end{gathered}$ | 26,000 | 10 |
| $\frac{36.000^{1}}{34.060}$ | $\begin{aligned} & 26,000^{4} \\ & 34,000^{6,4} \end{aligned}$ | 40,000 | Weight | 40,000 | 36, 000, 41,000 (Determined by design of vehicle) | 40,000 | 11 |
| $\begin{aligned} & \text { St. } 100^{3} \\ & \text { 45. } 1000^{7} \\ & 611.000^{7} \end{aligned}$ | $\begin{aligned} & 44,000^{4} \\ & 50,000^{6,4} \end{aligned}$ | 56,000 | besed | $\begin{aligned} & 54,000 \\ & 56,000^{8} \end{aligned}$ | 56,000 | $\begin{gathered} 61,600 \\ (67,800 \text { on } \\ \text { specified highways) } \end{gathered}$ | 12 |
| N. P. | N.P. | 84,000 | loading only | $\begin{aligned} & 54,000 \\ & 64,000^{8} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ \text { (76,000 on } \\ \text { specified highways) } \end{gathered}$ | 13 |
| $\begin{aligned} & 60,000^{8} \\ & 54,000^{2} \\ & 70,000^{7} \end{aligned}$ | $\begin{aligned} & 44,000^{6} \\ & 50,000^{6.4} \end{aligned}$ | 68,000 |  | $\begin{aligned} & 54,000 \\ & 64,000^{8} \end{aligned}$ | $\begin{gathered} 62,000 \\ \text { (72,000 on } \\ \text { specified highways) } \end{gathered}$ | $\begin{gathered} 61,600 \\ \text { (67.800 on } \\ \text { specified nighways) } \end{gathered}$ | 14 |
| N.P. | N.P. | 108.000 |  | $\begin{aligned} & 54,000 \\ & 64,000^{*} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ \text { (76,000 on } \\ \text { specified highways) } \end{gathered}$ | 15 |
| N.P. | N.P. | 96,000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000^{*} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ \text { (76,000 on } \\ \text { specifled highways) } \end{gathered}$ | 16 |
| $\begin{aligned} & 60,000^{1} \\ & 54,000^{2} \\ & 70,000^{7} \end{aligned}$ | $\begin{aligned} & 44,0000^{6} \\ & 50,000^{6,4} \end{aligned}$ | 68,000 | $\begin{array}{r} 44,000^{\circ} \\ (72,000) \end{array}$ | $\begin{aligned} & 54.000 \\ & 64,000^{8} \end{aligned}$ | $\begin{gathered} 62,000 \\ (72,000 \text { on } \\ \text { specified highways) } \end{gathered}$ | $\begin{gathered} 61,600 \\ \text { (67,800 on } \\ \text { specified highways) } \end{gathered}$ | 17 |
| N.P. | N, P. | 96,000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000^{8} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ \text { (76,000 on } \\ \text { specified highways) } \end{gathered}$ | 18 |
| $\begin{aligned} & 60,000^{2} \\ & 54,000^{2} \\ & 70,000^{7} \end{aligned}$ | $\begin{aligned} & 44,0000^{6} \\ & 50,000^{6,4} \end{aligned}$ | 80,000 | $\begin{array}{r} 44,0000^{8} \\ (72,000) \end{array}$ | $\begin{aligned} & 54,000 \\ & 64,000^{\mathrm{a}} \end{aligned}$ | $\begin{gathered} 62,000 \\ (72.000 \text { on } \\ \text { specified highways) } \end{gathered}$ | $\begin{gathered} 64,800 \\ (69,500 \text { on } \\ \text { speciffied highways) } \end{gathered}$ | 19 |
| N.P. | N.P. | 120,000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000^{8} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ (78,000 \text { on } \\ \text { specified highways) } \end{gathered}$ | 20 |
| 2.P. | A. ${ }^{\text {a }}$ | 108,000 | N. P. | $\begin{aligned} & 54,000 \\ & 64,000^{\circ} \end{aligned}$ | N.P. | $\begin{aligned} & 73,300(76,000 \text { on } \\ & \text { speciffed highways) } \end{aligned}$ | 21 |

TABLE 2. Size and Weight Regulations for Motor Vehicles in Effect March 31, 1960 - Concluded


[^3]TABLE 2. Size and Weight Regulations for Motor Vehicles in Effect March 31, 1960 - Concluded

| New Brunswlck | Quebec | Ontarlo | Manitoba | Saskatchewan | Alberta | British Columbla |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 44,000^{1} \\ & 40,000^{2} \end{aligned}$ | 40,000 ${ }^{30}$ | 46, 000 | 18,000 (axle) | 44,000 | $\begin{gathered} 42,000 \\ (45,000 \text { on } \\ \text { specifled highways) } \end{gathered}$ | 44,000 | 22 |
| N. P. | N.P. | 74,000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000^{\circ} \end{aligned}$ | $\begin{gathered} 62,000 \\ (72,000 \text { on } \\ \text { specified highways) } \end{gathered}$ | $\begin{gathered} 73,300 \\ (76,000 \text { on } \\ \text { specified highways) } \end{gathered}$ | 23 |
| N.P. | N.P. | 86,000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000^{8} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ (76,000 \text { on } \\ \text { specifled highweys } \end{gathered}$ | 24 |
| $\begin{aligned} & 54,000^{1} \\ & 48,000^{2} \\ & 60,000^{7} \end{aligned}$ | $\begin{aligned} & 44,000^{4} \\ & 50,000^{6,4} \end{aligned}$ | 58,000 | 18,000 (axle) <br> 32,000 (tandem) | $\begin{aligned} & 54,000 \\ & 58,000^{8} \end{aligned}$ | 56,000 | $\begin{gathered} 56,000 \\ (62,900 \text { on } \\ \text { specilled highways) } \end{gathered}$ | 25 |
| N.P. | N.P. | 86, 000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000^{4} \end{aligned}$ | $\begin{gathered} 62,000 \\ (72,000 \text { on } \\ \text { specifled highways) } \end{gathered}$ | $\begin{gathered} 73,300 \\ (76,000 \text { on } \\ \text { speclfled highways) } \end{gathered}$ | 26 |
| N.P. | N.P. | 98,000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000^{8} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ (78,000 \text { on } \\ \text { specified highways) } \end{gathered}$ | 27 |
| $\begin{aligned} & 54,000^{1} \\ & 48.000^{2} \\ & 20,0010^{7} \end{aligned}$ | $\begin{aligned} & 44,000^{4} \\ & 50,000^{6,4} \end{aligned}$ | 58,000 | $\begin{gathered} 18,000 \text { (axle) } \\ 32,000 \text { (tandem) } \end{gathered}$ | $\begin{aligned} & 54,000 \\ & 58,000^{6} \end{aligned}$ | 56,000 | $\begin{gathered} 56,000 \\ (62,900 \text { on } \\ \text { specilled highways) } \end{gathered}$ | 28 |
| N.P. | N.P. | 86, 000 | N.P. | $\begin{aligned} & 54.000 \\ & 64,000^{6} \end{aligned}$ | $\begin{gathered} 62,000 \\ (72,000 \text { on } \\ \text { specilled highways) } \end{gathered}$ | $\begin{gathered} 73,300 \\ \text { (76,000 on } \\ \text { specifled highways) } \end{gathered}$ | 29 |
| N.P. | N.P. | 98,000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000^{8} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ (76,000 \text { on } \\ \text { specilied hlghways) } \end{gathered}$ | 30 |
| $\begin{aligned} & 60,000^{1} \\ & 54,000^{2} \\ & 70,000^{7} \end{aligned}$ | $\begin{aligned} & 44,000^{4} \\ & 50,000^{6.4} \end{aligned}$ | 70,000 | 32,000 (tandem) | $\begin{aligned} & 54,000 \\ & 64,000^{8} \end{aligned}$ | $\begin{gathered} 62,000 \\ (70,000 \text { on } \\ \text { spectfied lilghways) } \end{gathered}$ | $\begin{gathered} 60,700 \\ (67,200 \text { on } \\ \text { specified highways) } \end{gathered}$ | 31 |
| N. P. | N, P. | 98, 000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000 \end{aligned}$ | $\begin{gathered} 62,000 \\ (72,000 \text { on } \\ \text { specifled highways) } \end{gathered}$ | $\begin{gathered} 73,300 \\ (76,000 \text { on } \\ \text { specirled highways) } \end{gathered}$ | 32 |
| N.F. | N.P. | 110,000 | N.P. | $\begin{aligned} & 54,000 \\ & 64,000^{6} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ (76,000 \text { on } \\ \text { speclifled highways) } \end{gathered}$ | 33 |
| N. ${ }^{\text {P }}$ | N.P. | 110,000 | N, P. | $\begin{aligned} & 54,000 \\ & 64,000^{6} \end{aligned}$ | N.P. | $\begin{gathered} 73,300 \\ \text { (76,000 on } \\ \text { specifled hlghways) } \end{gathered}$ | 34 |
| $\begin{aligned} & 60,000^{1} \\ & 54,000^{2} \\ & 70,000^{7} \end{aligned}$ | 50,000 6,4 | 120,000 | $\begin{array}{r} 44,000^{\circ} \\ (72,000) \end{array}$ | $\begin{aligned} & 54,000 \\ & 64,000^{2} \end{aligned}$ | $\begin{gathered} 62,000 \\ (72,000 \text { on } \\ \text { specifled highways) } \end{gathered}$ | $\begin{gathered} 73,300 \\ (76,600 \text { on } \\ \text { spectited high was) } \end{gathered}$ | 35 |
| 500-600 | 500-600 | 600 | 500 | 500 | Tire table used | 600 | 36 |
| 18,000 | 16,000 | 18,000 | 18,000 | 18,000 ${ }^{12}$ | 18,000 | 18,000 | 37 |
| 30,000 | 24,000 | $32,000^{16}$ | 32,000 | 32,000 | 32,000 | 32.000 | 38 |

[^4]TABLE 3. Safety Regulations for Motor Vehicles ia Effect March 31, 1960

| No. |  | Newfoundland | Prince Edward Island | Nova Scotia | New Brunswick |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Driving lights, taill lights, etc. |  |  |  |  |
| 1 | Head lamps: <br> Numher and colour $\qquad$ | 2-colour N.S. | 2-white | At least 2-colour N.S. | At least 2-white |
| 2 | Distance ohject to be discemible - High beam | 200 ft . | 500 ft | 200 ก. | 350 ft . |
| 3 | - Low beam | N.S. | 75 tt. | 75 ft. | 100 tt . |
| 4 | Maximum brightness .................................... | N.S. | N.S. | Must not be glarlag or dezzling | Not exceeding 300 candle power |
| 5 | Auxillary driving lamps: <br> Number and colour $\qquad$ | N.S. | 2 P -white or yellow | $2 P$-colour N.S. | 1 P -white |
| 6 | When permissithle to use .............................. | N.S. | If visibility 75 ft. ahead | If visibility 75 ft . ahead | Anytime |
| 7 | Auxiliary pessing lamps: <br> Number and colour $\qquad$ | N.S. | N.R. | N.R. | 1 P -white |
| 8 | When permissible to use ..n.o.n....................... | N.S. | N.S. | N.S. | 1 in addition to headlamps at one time |
| 9 | Spot lamps: <br> Number and colour | P-colour N.S. | 2 P - colour N.S. | 2 P -colour N.S. | 1 P -white |
| 10 | When permissilite to use .............................. | Except when vehicle in motion | N.S. | 4 | With driving lights ${ }^{\text {s }}$ |
| 11 | Fog lamps: <br> Number and colour $\qquad$ | P-colour N.S. | 2 P - colour N.S. | $2 P$-colour N.S. | 2 P - colour N.S. |
| 12 | When permissihle to use .............................. | N.S. | N.S. | If vislbility 75 ft , ahead | When all other driving lights extingulshed |
| 13 | Side, cowl or fender lamps: <br> Number and colour | N.S. | 2 P -green or amber | N.S. | $2 P$-amber or white light without glare |
| 14 | When permissible to use ............................... | N.S. | N, S. | N.S. | Anytime |
| 15 | Tali lamps: <br> Number and colour | 1 or more - colour N.S. | 1 -red | 1 - red | $1-$ red $^{6}$ |
| 16 | Visihility distance ........................................ | 50 ft . | 500 ft . | 500 ft . | 500 ft . |
| 17 | Stop lamps: <br> Number and colour | N.S. | 1 P -red | P-red | 1 -red |
| 18 | Vislbility distance ....o.o................................ | N.S. | 500 ft . | 100 ft . | 100 ft . |
| 18 | Back up lamps: <br> Number and colour $\qquad$ | N.S. | 1 or more-colour N.S. | N.R. | 2 P-except when vehtcle in forward motion colour N.S. |
| 20 | When permissible to use .............................. | Backing up only | Backing up only | N.S. | Backing up only |
| 21 | Number of driving lamps lighted at one time .... | 2 | 2 | Headlights and 1 spotlight | Headlights and 1 auxiliary light |
| 22 | Clearance lamps - front: <br> Number and colour | 1-green ${ }^{\text { }}$ | 4-green or amber | 1-white or yellow | 2-amber, 1 each side |
| 23 | Visibility distance ........................................ | N.S. | 500 ft . | 500 tt. | 500 tt . |
| 24 | Clearance lamps - rear: <br> Number and colour | 1-red ${ }^{7}$ | 2-red or amber | 1-red ${ }^{\text {d }}$ | 2-red, 1 each slde |
| 25 | Visihility distance ...................................... | N.S. | 500 t. | 500 tt. | 500 tt . |
| 26 | Side marker lamps: <br> Number, colour and location | N.S. | N.R. | At least $2-$ white ${ }^{23}$ | 2 red renectors on each side |
| 27 | Visibility distance ...................................... | N.S. | N.S. | 50 ft | 500 tt . |
| 28 | Identification lamps: <br> Number, colour and location | 1 - green - special identification $R$ on buses and tractlon engines | N.S. | N.R. | Front - 3 P - amber <br> Fear - ? P - sed |
| 29 | Visibility distance ...................aso................. | N.S. | N.S. | N.S. | 500 ft . |
| 30 | Ruaning board courtesy lamps: <br> Number, colour and location $\qquad$ | N,S. | Nos. | N.R. | 1 P -each side - white or amber light without glare |

For footnotes see pages 14 and 15 .

TABLE 3. Safety Regulations for Motor Vehicles in Effect March 31, 1960


TABLE 3. Safety Regulations for Motor Vehicles in Effect March 31, 1960 - Continued


For footnotes see pages 14 and 15.

TABLE 3. Safety Regulations for Motor Vehicles in Effect March 31, 1980 - Continued

| Quebec | Ontario | Manitobe | Saskatchewan | Alberta | British Columbia | No. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| N.S. | NS. | N.S. | N.S. | 2 | 2 only, 12 in . X $12 \mathrm{in} .{ }^{86}$ | 31 |
| N 8. | N.S. | N.S. | NS. | 100 ft. in front 100 ft . behind | 100 ft . in front 100 ft. behind | 32 |
| N.s. | 2 of approved type ${ }^{14}$ | $2^{19}$ | $\begin{aligned} & \text { 2- visisble up to } 500 \mathrm{ft} \text {. } \\ & \text { R on P.S.V. and } \\ & \text { commercial vehicles } \end{aligned}$ | $\begin{gathered} 2 \text { - ofl or reflector } \\ \text { type } \end{gathered}$ | 2 flares, reflectors, fuses of red lanterns | 33 |
| N.S. | $\begin{aligned} & 1-100 \mathrm{ft} \text {. in Pront } \\ & 1-100 \mathrm{ft} \text {. behind } \end{aligned}$ | $\begin{aligned} & 1-200 \mathrm{ft} . \text { in front } \\ & 1-200 \text { ft. behind } \end{aligned}$ | $\begin{aligned} & 1-100 \mathrm{ft} \text {. in front } \\ & 1-100 \mathrm{ft} \text { behind } \end{aligned}$ | $1-100 \mathrm{ft}$. In front $1-100 \mathrm{ft}$ behind | $\begin{aligned} & 1-100 \mathrm{ft} \text {. in front } \\ & 1-100 \mathrm{ft} \text {. behind } \end{aligned}$ | 34 |
| N,R. | N.S. | NR. |  | $\begin{gathered} 2-\text { amber- } 3 \text { inches } \\ \text { dimmeter: } \end{gathered}$ | N.R. | 35 |
| NS. | N.S. | N.S. | N.S. | เง | N.S. | 36 |
| $2-\mathrm{red}^{\text {- }}$-size N.S. | 1-red-size N.s.s. | R for trailers - colour and size N.S. | I red Ught or red reflector-size N.S. | 2 -red" -3 inches diameter | 1 -red, 2 on buses <br> 4 inches diameter | 37 |
| 1 of each within 6 in . of extreme left and right sides | Within 6 in . of left side on commercla! vehicles and trallers | N.S. | N.S. | 19 | In unobstructed position | 38 |
| $\mathrm{R}^{21}$ $\mathrm{R}^{28}$ | $\left[\begin{array}{c}1 \text { and clearly } \\ \text { visible } 100 \mathrm{ft.} \\ \text { front and rear }\end{array}\right]$ | N.R. N.R. | $\left[\begin{array}{c} 2 \pi \\ \text { To comply with S.A.E. } \\ \text { standards } \end{array}\right]$ | $\begin{aligned} & \text { To camply with S.A.E. } \\ & \text { standard and be ap- } \\ & \text { proyed for Alberte } \\ & \text { use }{ }^{\text {sha }} \text {, } \end{aligned}$ | $\left[\begin{array}{l} \text { To comply with S.A.E. } \\ \text { standards znd be } \\ \text { approved for B.C. } \\ \text { use } \end{array}\right]$ | 39 40 |
| R | 1 | 1 | NS. | R | 1-2 on passenger buses 2 on new school buses after July 1, 1955 | 41 |
| NS. | N.S. | Frost shields or defrosters $R$-between Dec. 1 and March 31 | N.S. | R | $\mathbf{R}$ on buses only | 42 |
| $R$ on buses only | 1 of approved type on public commerciai vehicles and public vehlcles only | $R$ on buses only | ${ }^{24}$ And on vehicles hauling petroleum | Kauling non-exempt commodities and on buses, school buses and liverles ${ }^{15}$ | R school buses - approved type and public passenger vehicles carying over seven passengers | 48 |
| $\mathrm{R}^{17}$ | R unless body of vehicle prevents splashing | R | N.S. | R | R unless body of vehicle prevents splashing | 44 |
| r | R on overhanging load 5 or more ft. to rem | Day - red flag R Night - red light or reflectors R, red !lagR when cartying explosives | Day - red flag $R$ <br> Night-red Mght R | $\mathbf{R}$ on projections 5 ft . or more red flag - 12 in . X 12 in. | R on projections over 4 ft. re 度, 3 ft . front. Day-red flag 12 in. X 12 in. Night - red Light - rear | 48 |
| i | R | R | Replacement must be shatterproof | R on school buses. windshields - safety plate - other windows - safety glass | R sll windshelds | 46 |
| R | R | $R$ | R | R | R | 47 |
| R | R | R | R | R | R | 48 |
| 1 | 1 | 1 | 1 | 1 Inside - 1 outside when inside mirror view obstructed | i inside-2 outside, left and right when inside minor view obstruc= ted $^{14}$ | 49 |
| 8. \& E. | 8. \& E. | 8. \& E. | 5. \& E. | N.S. but must be sdequate | S. \& E. | 50 |
| Brakes gutficient in strength to control vehicle when required | Service brakes - 40 ft . Service brakes -40 ft . | $30 \mathrm{ft} .$ <br> 30 ft - brakes R on all semi-trailers and on trailers over 12,000 ibs. | $\left[\begin{array}{c} \text { a. W. under } 10,000 \mathrm{lbs} . \\ -30 \text { ft. } \\ \text { Gi, w. over } 10,000 \mathrm{lbs.} \\ \text { Slagle unit, } 2 \mathrm{gale}- \\ 40 \mathrm{ft.} \\ \text { Others, including all } \\ \text { combinations }-50 \mathrm{ft} . \end{array}\right]$ | 4 wheel brakes - 30 ft . 2 wheel brakes-40 ft. Hand brakes - 55 ft . <br> As above-brakes $R$ on trailers with capacity $5,000 \mathrm{lbs}$. or over | G.W. under $10,000 \mathrm{lbs}$. -30 ft . <br> G. W. over $10,000 \mathrm{lbs}$. single unit - 40 ft . Others, including combinations - 50 ft. G.W. passenger cars L -25 ft. | 51 52 |

TABLE 3. Safety Regulations for Motor Vebicles in Effect March 31, 1960 - Concluded

| No. |  | Newfoundland | Prince Edward Island | Nova Scotia | New Brunswich |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Other - Concluded |  |  |  |  |
| 53 | Non-transparent appendages ....................... | N.S. | N.S. | N.P. | N.P. If obstructing driver's view |
| 54 | Television recelvers ................................. | N.S. | N.S. | P only when not visible to driver | N.P. |
| 55 | Certificate of mechanical efficlency ........... | $R$ | R for buses only | N.R. | N.R. |
| 56 | Hours of work for drivers of for-hire vehicles | N.S. | N.S. | Not exceeding 10 hours In any 24 for drivers of public passenger or freight vehicles | . |
| 57 | Emergency exits .. | $R$ on buses only | $R$ on buses only | R on public passenger | - |
| 58 | First ald kits | $R$ on buses only | R on buses only | R on public passenger and Preight vehicles | - |
| 59 | Exhaust heaters .......................................... | N.S. | N.S. | N. $P_{\text {. on }}$ public passenger vehicles | - |

${ }^{1}$ Not more than 4 lamps lighted at one time.
${ }^{2}$ Not more than 2 in conjunction with headlamps. Must not be used in Heu of hwahanas axampt in tov gr ran.
Beam to be directed to extreme right - not more than 75 ft . ahead-lamp to be staticnary,
${ }^{4}$ Beam not to left of centre of road or more than 100 feet ahead when meeting another vehicle.
${ }^{5}$ Upon approaching another vehicle no part of high intensity portion of beam directed to left of the prolongation of extrema left side af the vistiale tar more than 100 feet ahead.
${ }^{6}$ One white ilght to illuminate licence plate.
${ }^{7}$ On vehicles over 85 inches wide.

- On left side of all vehicles over 80 inches wide.
${ }^{9}$ On vehicles over 80 inches wide.
${ }^{10}$ On commercial vehicles and trailers over 80 inches wide, and all new motor vehicles, except commercial vehicles, manufactured after January 1 , 1961 over 80 inches wide.
${ }_{11}$ Within 6 inches of left side.
${ }^{22}$ Or in special cases 3 amber above drtver's cab.
${ }^{13}$ On both right and left sides of vehicles over 24 feet long.
${ }^{14}$ On vehicles and combinations over 20 feet long.
${ }^{25}$ On commerclal vehicles and combinations of commerctal vehicles and trailers over 80 inches wide or 30 feet long.

TiBLE 3. Safety Regulations for Motor Vehicles in Effect March 31, 1960 - Concluded


* $R$ to be carried by buses, taxls and trucks with capacity over $1 / 2$ ton.
${ }^{4}$ Flares, lamps, lanterns or reflecting devices of approved type.
* On commerclal vehtcles operated outslde city, town or village after dusk and hefore dawn.
- On extreme widths - not more than 60 inches or less than 24 inches above road surface.

O On comercial vehicles and trailers, and all new motor vehicles except commerclal vehicles, manufactured after January 1 , 1962
: Mechanical signal with luminous devices 6 in. $\times 1 / 2$ in. visible 100 feet.
${ }_{2 i} \mathrm{R}$ where load extends more than 24 inches left of centre of steerlig wheel. All vehicles manufactured of assembled after July 1956 must have slgalling device approved by Hlghway Traflic Board - R on public service vehlcles used for transportation of passengers.
${ }^{2 s} R$ on vehicles having a width in excess of 24 inches to left of centre of steering wheel.
${ }^{4} \mathrm{R}$ on new vehicles sold after January 1. 1956.
as Electrlcal slgnalling devlces-luminous indicators in operation simultaneously valale 100 ft .
26 Underwriters Laboratories approved type $R$ on public service vehicles.
${ }^{7}$ Rubber or leather mud-flaps 14 Incbes from ground extending 2 inches each side of tires,
${ }^{14}$ School buses - 1 Interior, 2 exterior, ( 1 fight, 1 left). Passenger buses - 1 interior, 1 exterlor, left.
R-Required. N.R. - Not required. P-Permitted. N.P. - Not permitted. N.S. - Not specified. S. \& E. - Service andemergency. G.W. - Gross welght. .. Not available.

Note: Reference should be made to the provincial authorities concerned for more detalled informatlon.

TABLE 4. Summary of Reciprocal Highway Agreements for Trucking, March 31, 1960


T:BLE 4. Summary of Reciprocal Highway Agreements for Trucking, March 31, 1960

A. Apply to fees only; not to operating rights.
B. Operative only to the exteat that other provinces grant similar privileges. ${ }^{2}$
C. Apoly only to vehicles duly reatstered in and opersted by residents of reciprocating jurisdictions.
D. Reciprocity does not apply to intraprovincial operations.
${ }^{1}$ Saskatchewan sutomatically issues commerclal and public service vehicle certificates of registratlon to non-residents on the one-half prescribed fee hasis regardless of whether or not the other provinces grant the same fee privileges to saskatchewan vehicles. A non-resident farmer operatigg his truck into or through saskatchewan and transporting his own ferm products or supplles is exempt from registration and payment of fees.
${ }^{3}$ Common cartier vehicles used exclusively for the transportation of (a) househoid goods or furniture (b) natural products of the farm and (C) products of a daify, creamery or cheese factory are exempt from payment of licence fees but must obtain an extra-provincial P.C.V. licence before they may operate in Ontario and a fee is charged for the necessary hearing by the Ontario Highway Transport Board.
${ }^{3}$ The Quebec Transportation Board has full and complete authority over operatops using Quehac highways to transport merchandise for a pecuniary consideration of any kind or form. Any exemption from registration is contingent upon the operators having satisfied the requirements of the board especially concerning permits and distinctive markers.

* Nova Bcotia exempts from registration commercial vebicles of nelghhouring provinces provided they do not take on any goods in Nova scotie to be discharged in Nova Scotia.
- In addition Alberta has an arrangement with Nortbwest Territories for one-balf licence fee.

Note: Reference should be made fo provincial ects for more detail and provincial suthorities shouid be consulted for precise interpretation.
$2$


[^0]:    ${ }^{1}$ Excludes Newioundland.
    ${ }^{2}$ Included with passenger automobiles.

    - Included with motor buses.
    - Yuxon Territory only.
    - Includes 1.117 U-Drive trucks in Quebec and 44 U-Drive trucks and 2.626 delivery cars in Manitoba.
    - Included with trucks.
    *No licence required.
    - Includes farm tractors.
    - N.W.T. estimated in 1958.
    so P.S.V. and commercial trallers only, remainder included with trueks.
    2 Includes truck trailers, house, cabin and utility trailers.
    ${ }^{22}$ Calendar year 1959.
    ${ }^{15}$ For period July 1, 1959 to June 30, 1960, licences issued for two-year period.
    ${ }^{24}$ Licences issued for a five-year period. Cancallations have been excluded.

[^1]:    is British Columbia licences are issued for a term of five years. The figures shown represent all estimated licences which were issued from 1955 to 1959.
    ${ }^{16}$ Included with drivers' licences.
    ${ }^{3 T}$ N.W.T. only.
    ${ }^{2}$ Includes Newfoundland.
    ${ }^{10}$ Includes new car dealers.
    ${ }^{20}$ Includes 4,457 engaged in servicing and repair of motor vehicles and 9,268 storage garages, parking lots, used car lots, etc.
    ${ }^{23}$ Includes garages, body and paint shops, parking lots and automotive specialty shops, etc.

[^2]:    - Figures not complete.
    . Figures not avallable.
    - Nil.
    -Revised IIgures.

[^3]:    ${ }^{1}$ Tires 8.25 Inches or more.
    ${ }^{2}$ Tires less than 8.25 more.

    - Axle limit 18,000 lbs.

    4 To be reduced by $25 \%$ if tres, except on front axle of truck or tractor have dimensions of less than $9.00 \times 20$
    sTandem sxle 30,000 lbs
    When equipped with compensator.
    Then equipped with compens
    Tires 10.00 nches or more.

[^4]:    3 Blass A highway. Certain highways have been designated as capable of carrying higher loads as shown in brackets.
    $\therefore$ baximum weidt reduced by $20 \%$ when wheel base of semi-trailer less than 15 feet.
    Fingle axle $18,000 \mathrm{lbs}$., landem axle $30,000 \mathrm{lbs}$.
    is spaced more thas zht feet from any other axle of the same vehicle.
    is Tne of tandem mus sot exceed $18,000 \mathrm{lhs}$.

    * Tross welght for t.pistin axle semi-traller limited to $30,000 \mathrm{lbs}$.
    N. P. - Not permitted, N.S. - Not specifled.

    Note: Reference should be made to the provincial authorities concerned for more detailed information.

