



Public Utilities Commission

STATE OF CONNECTICUT

DOCKET NO. 8500

Motor Buses

Rules, Regulations and Equipment Standards

~~CONFIDENTIAL~~
Feb 27, 1952

PUBLIC UTILITIES COMMISSION
OF THE STATE OF CONNECTICUT
DOCKET NO. 8500

Effective ~~March 1, 1952~~ Feb 27, 1952

ORDER

Establishing Rules, Regulations and
Equipment Standards for Motor Buses.

Docket 6695 issued October 1, 1938, entitled "Order establishing Rules, Regulations and Equipment Standards for Motor Buses," together with all amendments thereto, is herein and hereby revised, amended, and reissued as Docket 8500.

These rules, regulations, and equipment standards are intended to define safe motor bus operation, provide suitable equipment, and insure adequate service to the public.

A failure on the part of any certificate or permit holder to comply with the rules, regulations, and equipment standards hereby established, or, as the same may hereafter be modified, shall be prima facie evidence against such certificate or permit holder that the operation or service involved is not of the standard required by the Public Utilities Commission of the State of Connecticut, and may be the cause for revocation of certificate or permit.

Each person, partnership, association, or corporation holding a Certificate of Public Convenience and Necessity from the Commission authorizing the operation of intrastate motor bus service in the transportation of passengers for hire between points in Connecticut under the provisions of the General Statutes, hereinafter called a "certificate holder," and each person, partnership, association, or corporation holding a Permit of Authority to operate a motor bus in interstate commerce over the highways of this State in the transportation of passengers for hire hereinafter called a "permit holder" are hereby ordered and directed to comply with the rules, regulations, and equipment standards hereby prescribed insofar as they apply to each certificate or permit holder; provided, however, that said rules may be modified by the Commission as applicable to any particular certificate or permit holder upon request and for sufficient cause shown.

Any provisions of these rules, regulations, and equipment standards, to the contrary notwithstanding, nothing contained herein shall be construed to contradict or supersede the General Statutes, as they now read or may hereafter be amended, or the common law to the extent that it applies within Connecticut, and, in the event of any conflict, latent or patent, between these rules, regulations, and equipment standards and the General Statutes, as they now read or may hereafter be amended, or the common law to the extent that it applies within Connecticut, the latter shall prevail.

Every certificate or permit holder shall require that each of its officers, agents, employees, and representatives shall be conversant with these regulations insofar as the duties of each may be affected thereby and will be held responsible for the conduct of its operators and shall determine that each operator employed is fully informed as to the state motor vehicle laws, the rules and regulations of this Commission, and the physical characteristics of the routes over which he is to operate.

Every certificate holder and every permit holder within the definitions of the General Statutes shall keep on file in its office or headquarters a copy of these rules, regulations, and equipment standards available for inspection by the public.

Nothing contained in these rules, regulations, and equipment standards prescribed herein shall be construed to prohibit any certificate or permit holder from prescribing additional rules and regulations relating to operation of its motor buses or from using additional parts and accessories which may increase the safety of operation.

These rules, regulations, and equipment standards do not require the rebuilding or reequipping of buses now in service to meet any new equipment standards called for by these rules so long as such vehicles are the property of the existing certificate or permit holder. If a vehicle is rebuilt by the existing owner, it shall be made to conform with the specifications contained in this docket. If a vehicle is registered with the Department of Motor Vehicles of the State of Connecticut after having been removed from the territorial limits of Connecticut to another state for a period of six months or longer, during which period the vehicle was not registered with the Department of Motor Vehicles of the State of Connecticut, or after having been removed from service for any cause for a period of six months or longer, during which period it was not registered with the Department of Motor Vehicles of the State of Connecticut, it shall be made to conform to the specifications contained herein. If a vehicle is purchased by another certificate or permit holder, it shall be made to meet the specifications contained herein before the Commission will approve registration.

This Order shall become effective on and after ~~February 22, 1952~~ *Feb 22 1952*

We hereby direct that notice of the foregoing Order be given by the Secretary of this Commission by sending a copy of said Order, together with a copy of the rules, regulations, and equipment standards therein established, to parties in interest and due return make.

Dated at Hartford, Connecticut, this 23rd day of October, 1951.

Eugene S. Loughlin)
Henry B. Strong) PUBLIC UTILITIES COMMISSION
Frederick H. Holdbrook)

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Part One
RULES AND REGULATIONS
for
MOTOR BUS OPERATION
APPLYING TO THE CERTIFICATE OR PERMIT HOLDER

1. Certificates and permits may be transferred only with approval of this Commission.
2. Each certificate or permit holder shall notify the Commission promptly of any change of address or headquarters.
3. Each certificate or permit holder shall keep an account of its financial condition in conformity with the "Uniform System of Accounts for Motor Bus Operation" prescribed by this Commission and shall report annually, on or before the first day of March in each year, its financial condition as of December thirty-first preceding, on a form to be furnished, by the Commission. All books, accounts, papers, records, and memoranda of a certificate holder shall be subject to examination by this Commission or its authorized representatives.
4. Every carrier shall adopt and maintain instructions to its employees for the return of articles of personal property left in its buses. A record shall be kept relative to the finding of all valuable articles and their disposition.
5. Each certificate or permit holder shall obtain in advance the approval of this Commission for any proposed deviation from the authorized route. This is not intended to prevent an emergency deviation; but when such is necessary, the Commission shall be informed thereof within twenty-four hours, giving the reasons therefor.
6. Every new schedule of operation shall be filed by the certificate or permit holder with this Commission not less than twenty days in advance of the date upon which it is to become effective and notice to the public must be given by the carrier not less than ten days in advance of the date the change is to become effective. Request shall be made to this Commission for approval of any change in the existing schedule of operations or of any part thereof and of every decrease in running time between stations from that shown in the previous schedule, and such change in schedule or running time shall become effective only after approval thereof.
7. Each interruption of the service of a certificate or permit holder for a period of twenty-four hours shall be reported immediately to the Commission, stating the reason therefor.
8. Each certificate or permit holder shall keep on file in its local offices, open to public inspection, copies of all schedules of operation and

rates of fare, and shall have current schedules of operation available for distribution to the public by bus operators when the service operated is hourly or less frequent.

9. Any change in the schedule of rates shall be filed by the certificate holder with this Commission not less than thirty days in advance of the date upon which it is to become effective and shall not become effective until approved by the Commission.

10. No motor bus shall be placed in service until it has been inspected by a representative of this Commission and approved for registration. Application for such inspection shall be made at least forty-eight hours in advance.

Every public service motor bus operating on Connecticut highways for the transportation of passengers for hire shall prominently display within such vehicle a certificate of inspection issued by the Public Utilities Commission or the Department of Motor Vehicles within the six months last preceding; provided, however, any public service motor bus operating on Connecticut highways and engaged in the interstate transportation of passengers for hire is authorized in lieu thereof to display a certificate of inspection issued by an appropriate regulatory agency of another state within the six months last preceding provided such state shall have safety standards for motor buses not substantially lower than those prescribed by the Commission and, provided further, that such state has granted similar authority to vehicles domiciled, inspected and approved in Connecticut as set forth in the first part of this rule.

Effective July 29, 1954

11. Each certificate or permit holder shall notify this Commission promptly, in writing, when permanently removing from service any motor bus or motor buses.

12. The seating capacity or the seat layout in any motor bus shall not be changed without notifying the Commission, and no bus in which such changes have been made shall be placed in service until inspected and approved by a representative of the Commission.

13. The Memorandum of Certificate or Memorandum of Permit card and Standee License, if any, shall be posted in the motor bus for which it is issued and shall be protected from defacement.

14. Each certificate holder making use of fleet registration shall file annually with this Commission a list of all vehicles to be operated as motor buses, giving the make, style of body, year of manufacture, maker's serial number, engine number, company number, and seating capacity. The certificate holder shall operate only such vehicles as are listed with this Commission and shall keep a record of the registration plates assigned to each bus in sufficient detail to identify such bus at any time.

15. Each certificate or permit holder shall, in the event of an accident, attended with personal injury or involving public safety, or resulting in sum total of property damages of \$100 or more, which was or may have been connected with or due to the operation of its property, notify the Commission thereof, by telephone or otherwise, as soon as may be reasonably possible after the occurrence of such accident. If such notice be given otherwise than in writing, it shall be confirmed in writing within five days after the occurrence of such accident.

If any accident results in loss of life or serious personal injury, immediate report thereof shall be made by telephone or telegraph. The written report shall be typewritten or in ink on accident report form prescribed by this Commission, and is in addition to the operator's report to the Commissioner of Motor Vehicles. (Conn. Laws Sec. 2453, 5406.)

16. The operator of any motor bus involved in an accident resulting in death, personal injury, or property damage, shall forthwith stop at the scene of the accident and remain there until he shall have (a) rendered such assistance as may be needed by injured person; and (b) given to any person injured, or any officer or witness of the accident demanding the same, his name, address, and operator's license number, the name and address of his employer, and his vehicle registration number. He shall take all reasonable precautions to prevent further accidents at the scene. (Conn. Laws Sec. 2410.)

17. Each certificate or permit holder shall cause each of its motor buses, and the equipment and accessories thereof, to be kept in proper repair and in safe, clean, and sanitary condition.

18. Each certificate or permit holder shall institute a system of frequent and regular inspection of its motor buses and keep a record of the condition as found on each such inspection, which record shall be available to the Commission or its authorized representative for a period of one year from inspection date.

19. No person shall operate any public service motor vehicle or motor bus having seats placed in any aisle of such public service motor vehicle or motor bus. (Conn. Laws Sec. 2426.)

20. No motor bus shall be so loaded as to obscure the operator's view ahead or to either side, or to interfere with the free movement of his arms or legs, or to prevent his free and ready access to the accessories required for emergencies, nor shall mail, newspapers, express, baggage, or bundles be so placed in the passenger compartment of the bus as to cause discomfort or inconvenience to passengers or prevent easy access to the emergency exit.

21. No motor bus common carrier of passengers for hire authorized to carry standees shall permit any standee in front of a white line indicated on the floor of the motor bus, such white line being for the purpose of indicating the space necessary for complete vision and freedom of movement of the operator of the bus.

22. No motor bus shall be driven by any operator while his ability or alertness is so impaired through fatigue, illness, or any other cause as to make it unsafe for him to drive or to continue to drive a motor vehicle, nor shall he be required or knowingly be permitted to drive while in such condition, except in case of grave emergency where the hazard to passengers would be increased by observance of the foregoing provisions.

23. When necessary to drain the fuel tank of a motor bus, the following precautions shall be observed:

(1) Where practical the vehicle shall be taken outside of the garage.

- (2) The fuel shall be drained into suitable containers and not be allowed to drain on the floor or ground area.
 - (3) If artificial lighting is necessary, vapor-proof lights shall be used.
 - (4) Suitable fire extinguishers shall be provided at the immediate location where the tank is being drained, and, if only one man is performing the draining operation, another person shall stand by to use the extinguishers in case of necessity.
 - (5) The battery shall be disconnected.
 - (6) The vehicle and container into which fuel is being drained shall be grounded to eliminate the hazard of static electricity.
24. No motor bus shall be driven unless the following required parts and accessories are in good working order; lighting devices and reflectors, brakes (both service and hand), horn, windshield wipers, rear vision mirrors, tires, and steering mechanism; and the following required accessories are in place, fire extinguisher, emergency lighting equipment, and hand axe.

Every motor bus shall be adequately heated and ventilated at all times.

APPLYING TO THE OPERATOR

25. No operator shall go on duty while under the influence of any drug or intoxicating liquor or beverage; or use any drug or drink any intoxicating liquor or beverage while on duty; nor shall he knowingly be permitted to do so.

26. The operator shall not smoke nor carry a lighted cigar, cigarette, or pipe while operating a motor bus in revenue service.

27. No motor bus shall be driven recklessly, or so as to endanger the life, limb, or property. (Conn. Laws Sec. 2408.)

Each motor bus shall be driven at no greater speed than is reasonable and prudent, having due regard to weather, traffic, intersections, width and character of roadway, type of motor vehicle, and any other conditions then existing, and in obedience to traffic control signals and signs maintained along the highway. (Conn. Laws Sec. 2407.)

Extreme caution in the operation of motor buses shall be exercised under hazardous conditions, such as, snow, ice, sleet, fog, mist, rain, dust, smoke, or any other condition which adversely affects visibility or traction, and speed shall be reduced accordingly. At all times, a motor bus shall be operated only as the way is seen and known to be clear.

28. Sufficient space shall be maintained, whenever conditions permit, between vehicles proceeding in the same direction so that an overtaking vehicle may enter and occupy such space without danger. This rule shall not be so construed as to prevent overtaking and passing another vehicle.

29. No motor bus shall be driven upon a downgrade with gears in neutral or clutch disengaged. (Conn. Laws Sec. 2408.)

30. The operator of a motor bus when meeting or overtaking another public service bus discharging or taking on passengers shall proceed with extreme caution.

The operator of a motor bus when overtaking a school bus discharging or taking on passengers shall bring his bus to a full stop not less than ten feet from the rear of such school bus, shall remain stationary until signal to proceed is given by the operator of the school bus and all pedestrians or passengers shall be out of danger, and then may proceed at a reasonable rate of speed. When an operator of a motor bus approaching from the opposite direction meets a school bus discharging or taking on passengers, he shall proceed with extreme caution. (Conn. Laws Sec. 2413.)

31. The operator of a motor bus approaching any railroad grade crossing shall bring his bus to a full stop within 50 feet, but not less than 10 feet, from the nearest rail of such crossing, and shall not proceed until due caution has been taken to ascertain that the course is clear. (Conn. Laws Sec. 2418.) In all cases, crossing shall be made only in such gear that there shall be no necessity for changing gears while traversing such crossing. Nothing contained in this paragraph shall be so construed as to relieve the operator of the responsibility of exercising due caution to ascertain that the course is clear before proceeding over such crossing.

32. Each motor bus shall be so operated as to approach each drawbridge known or marked as such, at such speed as to permit it to be stopped before reaching an open draw. Nothing contained in this paragraph shall be so construed as to relieve the operator of the responsibility of exercising due caution to ascertain that the draw is closed before proceeding.

33. No motor bus, for purposes other than discharging passengers, shall be stopped, parked, or left standing, whether attended or unattended, upon the traveled portion of any highway outside of a business or residential district when it is practicable to stop, park, or leave the bus off the traveled portion of such highway. When conditions make it impracticable to move the bus from the traveled portion of the highway, every effort shall be made to leave all possible width of the highway opposite such standing bus for the free passage of other vehicles, and care taken to provide a clear view of such stopped motor bus as far as possible to the front and rear. (Conn. Laws Sec. 2509.)

34. Whenever any motor bus is stalled or disabled upon the traveled portion of any highway or shoulder next thereto, except within the limits of a city, and existing weather conditions require the use of emergency lighting equipment, the operator thereof shall warn traffic from both

directions, placing the emergency lighting equipment first toward vehicles approaching in the traffic lane occupied, and then in the opposite direction. The emergency lighting equipment shall be in the traffic lane occupied at least 100 feet from the ends of the bus, and so located as to be visible under prevailing weather conditions at a point 200 feet from the stalled bus. (Conn. Laws Sec. 2443.)

35. No motor bus shall be left unattended until after the parking (hand) brake has been securely set, the motor turned off, and all other reasonable precautions have been taken to prevent its movement while unattended. (Conn. Laws Sec. 2414.)

36. Every motor bus shall be driven as far to the right side of the traveled portion of the highway as is practicable. (Conn. Laws Sec. 2489.)

37. The operator of a motor bus, in stopping to discharge or take on passengers, shall stop as close to the extreme right of the roadway as is reasonably safe and practicable under the prevailing conditions. In the event regulations of a local traffic authority make this impracticable, the certificate or permit holder shall apply to this Commission for an appropriate exemption. (Conn. Laws Sec. 2523.)

38. The operator of a motor bus shall not permit passengers to board or leave the motor bus while it is in motion.

39. On every motor bus operated upon the highways, all exterior lights required by the regulations of the Commission shall be lighted during the period from one-half hour after sunset to one-half hour before sunrise, and at any other time when there is not sufficient light to render clearly discernible persons and vehicles on the highway at a distance of 200 feet ahead. (Conn. Laws Sec. 2430.)

40. At no time when lights are required shall any operator drive a motor bus with head lighting which will not reveal a person or vehicle at a distance of at least 200 feet ahead under normal atmospheric conditions; (Conn. Laws Sec. 2432) provided, however, that dimmed headlights may be used in fog when they tend to promote safety.

41. No spotlight shall be used when an approaching motor vehicle is in sight, except when projecting its rays directly on the ground at a distance not exceeding sixty feet in front of the vehicle using such spotlight and to the right of the axis or center of such motor vehicle. (Conn. Laws Sec. 2433.)

42. The operator of a motor bus shall not carry nor permit to be carried any explosive or inflammable liquid or substance except fuel for motive power within the fuel tank of the bus. (Conn. Laws Sec. 2418.)

43. No motor bus shall be fueled or be permitted to be fueled with engine running, or in the presence of any open flame. Care shall be exercised to prevent the ignition of fuel by lighted cigars, cigarettes, pipes,

or other sources. The nozzle of the fuel hose shall be in contact with the intake of the fuel tank throughout the fueling process. In no event shall any motor bus be fueled in a building with passengers aboard. No reserve supply of gasoline shall be carried on any motor bus except in the main fuel tank or in a properly constructed and mounted auxiliary tank. (Conn. Laws Sec. 2511.)

44. Lost articles found in motor buses shall be turned over promptly to the carrier with such information concerning the same as the carrier may require. If property is found by a passenger who will not surrender such article, the name and address of such passenger shall be taken and report made to the carrier with a description of the property.

Part Two
EQUIPMENT STANDARDS
for
MOTOR BUS REGISTRATION

45. A motor bus shall not exceed eight feet six inches in width including fenders, structural parts of the body, axles, tires, and bumpers. The height shall not exceed twelve feet six inches, and the overall length shall not exceed forty-five feet. Any extension of a standard chassis shall be made under definite specifications of materials and workmanship in accordance with good engineering practice. Spot lights shall be mounted so as to come within the width of the bus. (Conn. Laws Sec. 2500 and 2501.)

46. Every motor bus shall be equipped with brakes adequate to control the movement of, and to stop and to hold, bus including two separate means of applying the brakes. If these two separate means of applying the brakes are connected in any way, they shall be so constructed that failure of any one part of the operating mechanism shall not leave the bus without brakes adequate to stop and to hold bus. The foot (service) brake shall be effective on all wheels. (Conn. Laws Sec. 2428.)

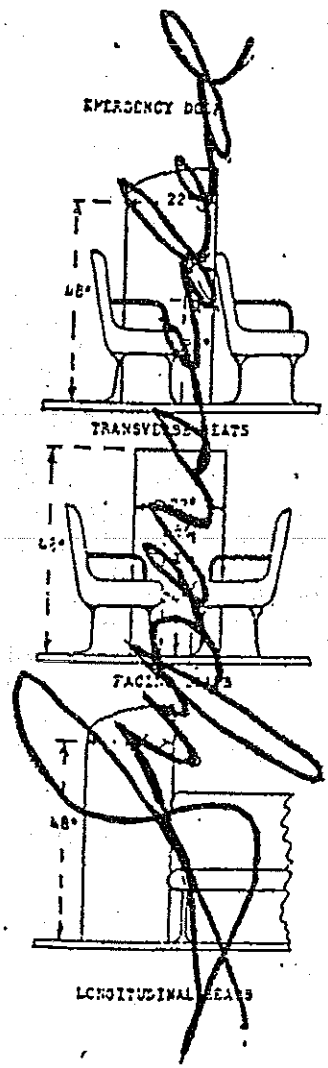
47. The brakes on each motor bus shall be maintained at all times in good working order and shall be of adequate braking efficiency, so that from a speed of twenty miles per hour the bus can be brought to a stop, when upon dry asphalt or concrete pavement, surface free from loose material, with the grade not exceeding one percent, in sixty feet with the hand (emergency) or so-called parking brake, and in thirty feet with the foot (service) brake. (Conn. Laws Sec. 2428.)

48. Damaged or worn tires on motor buses shall be replaced before becoming in any way unsafe for operation.

49. There shall be displayed on the sides of each motor bus the name or trade name of the company, company No., bus line, owner, or operator.

50. The seating capacity shall be displayed on each motor bus (over seven-passenger capacity) immediately to the rear of the entrance door and as near the bottom of the window as practicable. The letters and figures shall be not less than one and one-half inches high, and each stroke shall be not less than one-quarter inch wide.

51. There shall be at the left side to the rear of the transverse center line of each public service motor bus, having a seating capacity of more than seven, an emergency door. (Conn. Laws Sec. 2450.) This door shall be not less than twenty-two inches wide and forty-eight inches high. The clear access to this door shall be at least eight inches at the floor and at every point up to twenty-four inches above the floor; over twenty-four



inches above the floor to the minimum door height, there shall be a clear opening of at least twenty-two inches.
 This door shall be conspicuously marked inside the bus body—EMERGENCY DOOR

The emergency door shall be hinged on the forward edge; open outward, and in a closed position be secured at the top, bottom, and side by a fastening device which can be quickly released by a single operation of one direct upward pull on the operating bar or handle. This operating bar or handle shall be protected against accidental release and shall be lettered—LIFT TO OPEN—or these directions placed on the door adjacent to the bar or handle.

The emergency door shall be connected with a distinctive audible signal, readily noticeable to the bus operator, which operates when the emergency door is partially unlatched or when the operating bar or handle is moved. This signal shall not be connected with any other circuit and only the door switch shall be in the circuit.

52. Each service door on every motor bus shall have a minimum horizontal clearance of twenty-four inches.

53. On each motor bus having no longitudinal aisle through the entire passenger compartment, there shall be a door on each side of each seat, with a distinct visible signal connected to each door which will give the operator a visible signal whenever any door is open, and a protective covering over the hinged portion of each door jamb extending from six inches below to twelve inches above the top of the back of the seat.

54. No fuel tank or intake pipe on any motor bus shall project beyond the sides of the bus. In no case shall the fuel tank or fuel intake pipe on any bus be located within the passenger-carrying portion of the bus. If not below the floor, the fuel tank shall be completely separated from the passenger-carrying compartment by a partition of steel not less than one-sixteenth inch thick, and, if it is near the engine, it must be separated from the engine compartment by a partition of steel not less than one-sixteenth inch thick which shall be insulated.

55. Any gasoline tank carried upon a motor bus, including any auxiliary tank, shall be of substantial construction, permanently attached to the motor bus in a manner similar to that which constitutes good practice in permanent installation.

56. There shall be on the front of each motor bus at least one destination sign which can be read day or night under clear weather conditions by one of normal vision at a distance of one hundred feet. For urban service this sign shall be over the windshield, and there shall be an additional destination sign immediately to the rear of the front entrance door.

57. No certificate or permit holder shall display upon any motor vehicle any light visible from the front thereof other than white, green, or amber; provided, that purple may be used to designate intrastate service and green may be used to designate interstate service. (Conn. Laws Sec. 2435.)

SEDAN — MOTOR BUS SERVICE

58. (a). On sedans used as motor buses and on sedan type buses, these shall be the following lighting devices:

On the front: Two headlights, one at each side. (Conn. Laws Sec. 2430.)

Colored identification lights as specified in Rule 57. (Conn. Laws Sec. 2435.)

Two amber clearance lights on sedan type buses only, one on each side, mounted to show the extreme width of the bus body. (Conn. Laws Sec. 2435.)

Sign lights of sufficient intensity to make the destination sign visible at least 100 feet.

On the rear: The equipment-type stoplight or lights.

A number plate illuminator. (Conn. Laws Sec. 2366.)

The equipment-type tail light or lights (these must have reflector-type lenses). (Conn. Laws Sec. 2504.)

Two red clearance lights, on sedan type buses only, mounted to show the extreme width of the bus body. (Conn. Laws Sec. 2435.)

On the inside: One light used solely as a telltale light to indicate the correct operation of the stop light or lights.

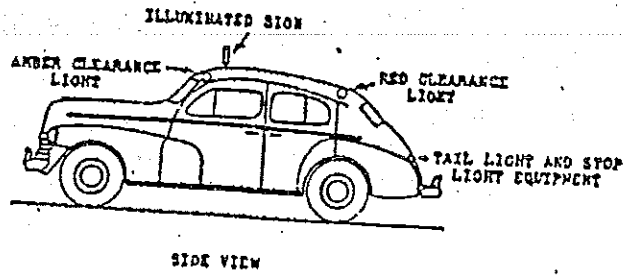
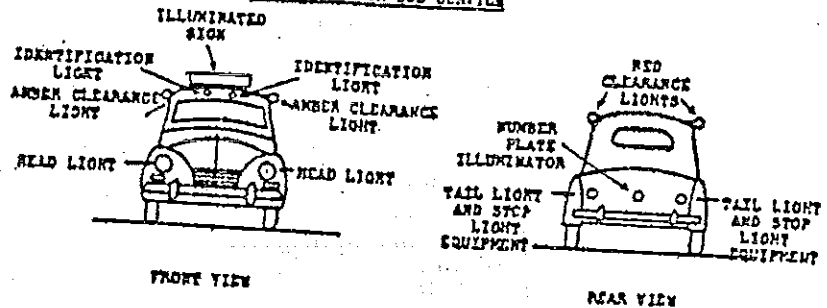
A light to indicate when the headlights are on high beam. (Conn. Laws Sec. 2437 (e).)

One or more lights sufficient to give an evenly distributed illumination of adequate intensity.

A step light at each passenger door.

PICTURE A

SEDAN — MOTOR BUS SERVICE



Clearance lights as indicated are required on sedan type buses but not on sedans used as motor buses.

MOTOR BUS—UNDER THIRTY FEET IN LENGTH

(b) On each motor bus under 30 feet in length, there shall be the following lighting devices and reflectors.

On the front: Two headlights, one at each side. (Conn. Laws Sec. 2430.)

Colored identification lights as specified in Rule 57. (Conn. Laws Sec. 2435.)

Two amber clearance lights, one at each side, mounted to show the extreme width of the bus and as near the top as practicable. (Conn. Laws Sec. 2435.)

Sign lights of sufficient intensity to make the destination sign visible at least 100 feet.

Two turn signal lamps, one at each side. (Conn. Laws Sec. 2448.)

Two amber or crystal reflectors, one at each side facing forward, mounted to show the extreme width of the bus. (Conn. Laws Sec. 2435.)

On the rear: One tail light and number plate illuminator. (Conn. Laws Secs. 2504 and 2366.)

Two red clearance lights, one at each side, mounted to show the extreme width of the bus and as near the top as practicable. (Conn. Laws Sec. 2435.)

Two red or amber stop lights, one at each side, mounted as near the sides as practicable, but not less than four feet above the ground and of sufficient intensity to be visible for a distance of at least 100 feet in normal daylight. Where individual stop lights are used, they shall be at least 6 inches in diameter.

Two turn signal lamps, one at each side. (Conn. Laws Sec. 2448.)

Two red reflectors, one at each side, facing the rear, mounted to show the extreme width of the bus. (Conn. Laws Sec. 2435.)

On the sides: At or near the rear, two red reflectors, one at each side, facing sideways.

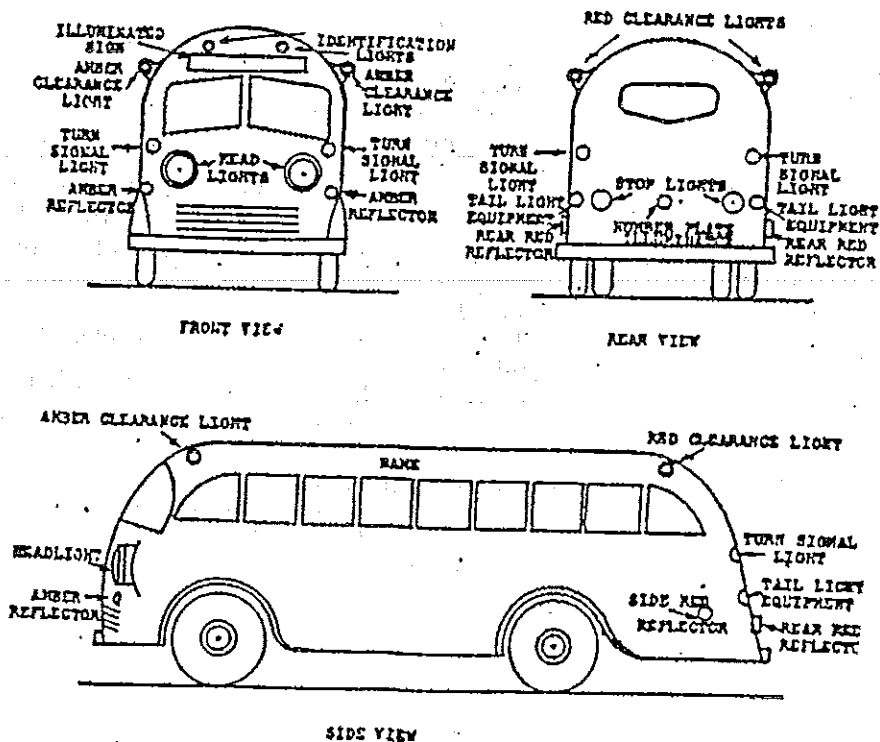
On the inside: One light used solely as a telltale light to indicate correct operation of the stop lights.

A light to indicate when the headlights are on high beam. (Conn. Laws Sec. 2437 (e).)

One light used solely as a telltale light to indicate correct operation of the turn signal lights.
 One or more lights sufficient to give an evenly distributed illumination of adequate intensity.
 A light to adequately illuminate the step at each service door when the door is open.

PICTURE "B"

MOTOR BUS - UNDER THIRTY FEET IN LENGTH



MOTOR BUS — THIRTY FEET OR MORE IN LENGTH

(c) On each motor bus 30 feet or more in length, there shall be the following lighting devices and reflectors:

On the front: Two headlights, one at each side. (Conn. Laws Sec. 2430.)

Colored identification lights as specified in Rule 57.

Two amber clearance lights, one at each side, mounted to show the extreme width of the bus and as near the top as practicable. (Conn. Laws Sec. 2435.)

Sign lights of sufficient intensity to make the destination sign visible at least one hundred feet.

Two turn signal lamps, one at each side. (Conn. Laws Sec. 2448.)

Two amber or crystal reflectors, one at each side, facing forward, mounted to show the extreme width of the bus. (Conn. Laws Sec. 2435.)

On the rear: One tail light and number plate illuminator. (Conn. Laws Secs. 2504 and 2366.)

Two red clearance lights, one at each side, mounted to show the extreme width of the bus and as near the top as practicable. (Conn. Laws Sec. 2435.)

Two red or amber stop lights, one at each side, mounted as near the side as practicable but not less than four feet above the ground and of sufficient intensity to be visible for a distance of at least one hundred feet in normal daylight. Where individual stop lights are used, they shall be at least 6 inches in diameter.

Two turn signal lamps, one at each side. (Conn. Laws Sec. 2448.)

Two red reflectors, one at each side, facing the rear, mounted to show the extreme width of the bus.

On the sides: At or near the front, two amber side marker lights, one at each side (may be in combination with front clearance lights).

Two amber or crystal reflectors, one at each side, facing sideways.

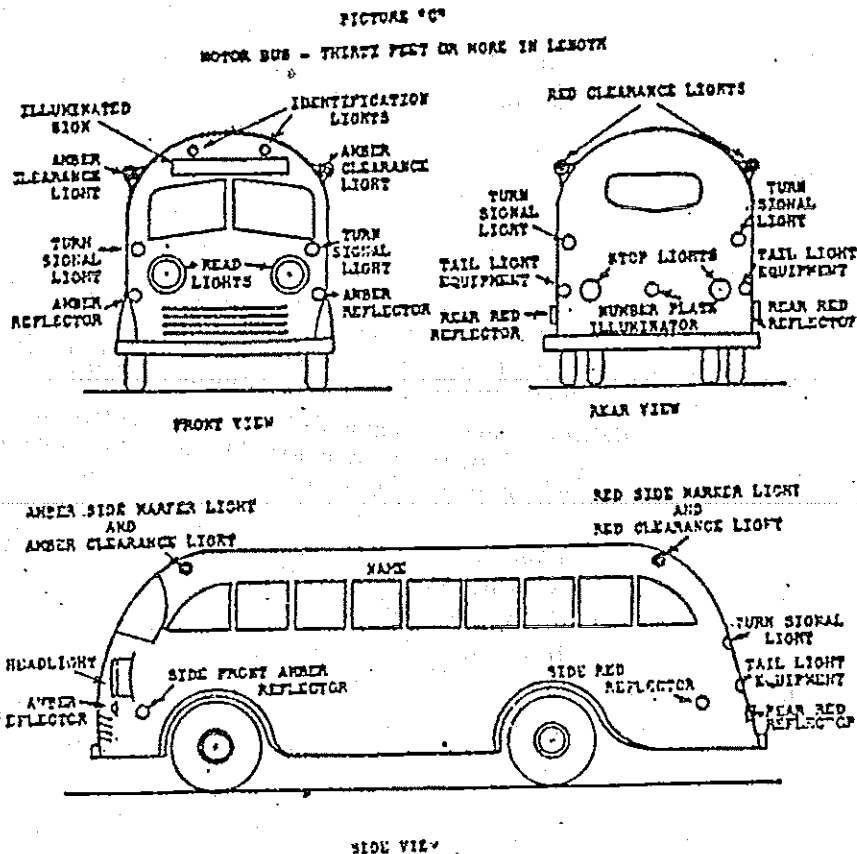
At or near the rear, two red side marker lights, one at each side (may be in combination with clearance lights).

Two red reflectors, one at each side, facing sideways.

On the inside: One light used solely as a telltale light to indicate correct operation of the stop lights.

A light to indicate when the headlights are on high beam. (Conn. Laws Sec. 2437 (e).)

One light used solely as a telltale to indicate correct operation of the turn signal lights.
 One or more lights sufficient to give an evenly distributed illumination of adequate intensity.
 A light to adequately illuminate the step at each service door when the door is open.



59. Colored identification lights, front clearance lights, side-marker lights, rear clearance lights, and tail lights, shall be capable of being seen and distinguished under normal atmospheric conditions during the time when lights are required at a distance of five hundred feet from the front, side, and rear of the motor bus, respectively. (Conn. Laws Sec. 2430.)

60. Stop (signal) lights shall be actuated upon application of the service (foot) brake. The correct operation of the stop lights shall be indicated to the operator by a visible telltale light used for no other purpose. Flashing lights are prohibited on motor vehicles other than school busses except as a means for indicating a right or left turn. (Conn. Laws Sec. 2442.)

61. No lighting device of the character of headlights, auxiliary road-lighting lights, spot lights, or reflectors mounted on or near the front of any motor bus shall display any other color than white, yellow, or amber. No red lighting device or reflector of any character shall be mounted on or near the front of any motor bus. All lighting devices or reflectors mounted on or near the rear of any motor bus shall display a red color except the stop lights, the color of which may be amber, yellow or red. (Conn. Laws Sec. 2435.)

62. No reflector shall be mounted upon a motor bus at a height to exceed four feet eight inches, nor less than twenty-four inches above the ground. Reflectors shall be mounted, so far as practicable, in such a manner as to reduce the likelihood of being obscured by mud or dust. Every reflector shall be of such size and characteristics as to be readily visible five hundred feet when directly in front of a normal headlight beam.

63. The lighting devices required by these regulations shall be mounted on the motor bus, so far as practicable, in such a manner as to reduce the likelihood of their being obscured by mud or dust thrown up by the wheels.

64. Each new motor bus acquired shall be equipped throughout with approved safety glass. Any broken glass shall be replaced with approved safety glass. (Conn. Laws Sec. 2447.)

65. There shall be in each motor bus a suitable axe in a visible location, securely fastened but readily accessible.

66. Each step well on a motor bus shall be constructed and protected in such a manner as to minimize the occurrence of accidents.

67. The longitudinal aisle in a motor bus shall have a minimum clear width of fourteen inches and a minimum headroom of seventy-four inches.

68. The seats in each motor bus shall provide a minimum seating space of sixteen inches per passenger.

69. Cross seats shall be so located in a motor bus as to provide a minimum clear space at the knee level of twenty-four inches in front of the back cushion.

70. No seat shall be located so that a passenger occupying it will be forward of the driver.

71. There shall be in each motor bus adequate heating and ventilating systems.

72. Exhaust gases from the motor shall be vented to keep them outside the body of the motor bus.

73. There shall be in each motor bus seating more than fourteen passengers a device within reasonable convenient reach of the passenger by which the passenger may signal the operator.

74. There shall be on each motor bus, used in intercity or interstate service, a speed indicating device, properly connected and adjusted, and located within easy view of the operator.

75. There shall be on each motor bus a suitable horn or other audible signaling device. (Conn. Laws Sec. 2428.)

76. There shall be on each motor bus power windshield cleaners in good operating condition, on each half of the windshield. (Conn. Laws Sec. 2428 (f).)

77. There shall be in each motor bus a fire extinguisher of at least one quart capacity or its equivalent of a type approved by the 'Underwriters' Laboratory. It shall be in a visible location, accessible for inspection and use, properly filled and maintained in serviceable condition.

78. There shall be on each motor bus a defrosting device in good working order directly in front of the operator. (Conn. Laws Sec. 2444.)

79. There shall be on each motor bus requiring turn signal lamps, a device connected with those signals which will give the operator a visible signal whenever the turn signal lamp is lighted.

80. The flares, flaring candles, torches, lanterns, or other devices which are required for emergency lighting shall be so located in each motor bus as to be readily accessible to the operator. (Conn. Laws Sec. 2443.)

81. Each motor bus shall be equipped with a mirror attached to and so located and adjusted on such vehicle as to give the operator thereof a clear reflected view of the highway directly to the rear on a line parallel to the side of the body of such vehicle. (Conn. Law Sec. 2446.)

82. There shall be in each motor bus a mirror which will show the operator the interior of the bus. In each bus equipped with and using a side exit door to the rear of the transverse center line of the bus, a suitable mirror or mirrors shall be installed which will show the operator the side door and its step well.

Section 51 of the Commission's Rules and Regulations Concerning Equipment Standards for Motor Bus Registration (Docket 8500, adopted and established February 27, 1952), is hereby repealed, and superseded by the following:

Section 51. In addition to the door or doors used for normal entrance and exit, emergency exits on motor buses put into service on or after the effective date of this regulation, except sedans used as motor buses and sedan type buses, shall be provided for by either an emergency door or by push-out windows as herein prescribed:

(A) — EMERGENCY DOOR

An emergency door shall be at the left side to the rear of the transverse center line, which door shall have a minimum height of 48 inches from the threshold or floor measured at the verticle center of the passageway located above the top of the seat cushion. The clear access to this door and the unobstructed door opening shall be at least 12 inches wide at the threshold and at every point up to the top of the seat cushion; from the top of the seat cushion and to a point 45 inches from the threshold or floor measured at verticle center of the upper passageway, such access and opening shall be at least 18 inches wide.

This door shall be conspicuously marked inside the bus body — EMERGENCY DOOR.

There shall be one or more ruby or red protruding type lamps located inside over the emergency door, connected to the headlights or marker lights circuit.

The emergency door shall be hinged on the forward edge, open outward, and in a closed position be secured at the top, bottom, and side by a fastening device which can be quickly released by a single operation of one direct upward pull on the operating bar or handle. This operating bar or handle shall be protected against accidental release and shall be lettered — LIFT TO OPEN — or these directions placed on the door adjacent to the bar or handle.

The emergency door shall be connected with a distinctive audible signal, readily noticeable to the bus operator, which operates when the emergency door is partially unlatched or when the operating bar or handle is moved. This signal shall not be connected with any other circuit and only the door switch shall be in the circuit.

(B) -- PUSH-OUT WINDOWS

Push-out windows shall be hinged at the top, and each such push-out window shall have a minimum height of sixteen and one-half inches and a clear opening of not less than six and one-half square feet.

Each push-out window shall be so constructed and maintained as to be readily opened by a reasonable force. Directions for emergency use shall be conspicuously displayed on the interior adjacent to each such window.

All buses equipped with push-out windows and no emergency door as prescribed in (A) above and seating over thirty-seven adult passengers shall have at least four such windows on each side. All such buses seating not less than twenty-five and not more than thirty-seven adult passengers shall have at least three such windows on each side. All such buses seating less than twenty-five adult passengers shall have at least two such windows on each side. The exit space through one of the aforementioned side windows on all such buses seating over thirty-seven adult passengers may be divided if the window shall have a minimum height of sixteen and one-half inches and a minimum clear opening of three and one-quarter square feet on one side of the division.

Be it known that the within and foregoing rules and regulations 51-B have been made, adopted and promulgated by Public Utilities Commission at a meeting held on the 3rd day of October 1968, pursuant to Section 16-11 of the General Statutes, after publication in the Connecticut Law Journal on August 20, 1968, of the notice of the proposal to adopt them, and after consideration of all relevant matter presented, in repeal and substitution of a certain section of Docket 8500 pertaining to Push-out Windows.

Approved: November 27, 1968

Robert K. Killian (signed)
Attorney General

