

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION
WASHINGTON, D. C.
GENERAL ORDER NO. 8

IN THE MATTER OF:

Served September 20, 1963

Safety Regulations Governing the)
Operations of Passenger Carriers)
in the Washington Metropolitan)
Area.)

Docket No. 37

APPEARANCES:

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Interested Party.

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Interested Party.

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D. C., Interested Party.

This matter came before the Commission upon its own motion to promulgate safety regulations, pursuant to the provisions of the Compact, covering the operations of passenger carriers operating under the jurisdiction of the Commission. By Order No. 242 served March 21, 1963, the Commission served on all interested parties the proposed safety regulations and ordered that an investigation be made and hearing held to determine the propriety and reasonableness of said proposed regulations.

Hearings were conducted by Examiner Charles W. Overhouse, on June 18, 19, and 20, 1963.

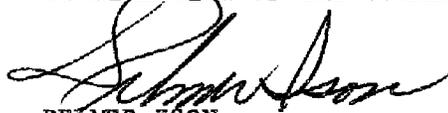
Generally, the regulations proposed were acceptable to the public and carriers alike. However, proposed regulation 102-06, which would require tread configuration on all tires, was objected to by D. C. Transit. On the other hand, Local Division 689, AASERMCEA, supported the proposal. Both parties presented expert witnesses and supporting evidence, generally in the form of past tests and their results. The real significance of configured tires appears in the amount of stability and control they render on wet pavement, particularly when the pavement is saturated with oil droppage from vehicular traffic. This reaches its maximum degree on main urban streets which are subjected to a heavy volume of traffic.

The Commission is of the opinion and finds that the public safety requires the adoption of the proposed regulation.

Based upon the evidence adduced at this proceeding, the Commission finds that the safety regulations set forth hereinafter in the appendix of this Order are fair and reasonable, are in the public interest, and are necessary and appropriate to carry out the provisions of the Compact. In addition, the regulations adopted will provide uniform safety regulations for all passenger carriers.

THEREFORE, IT IS ORDERED that the safety regulations governing the operations of passenger carriers in the Washington Metropolitan District contained in the appendix of this Order be, and they are hereby, prescribed and adopted, effective November 1, 1963.

BY DIRECTION OF THE COMMISSION:



DELMER ISON
Executive Director

WASHINGTON METROPOLITAN AREA

TRANSIT COMMISSION

SAFETY REGULATIONS GOVERNING THE OPERATIONS

OF PASSENGER CARRIERS

APPENDIX TO

GENERAL ORDER NO. 8

EFFECTIVE NOVEMBER 1, 1963

SAFETY REGULATIONS

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SAFETY REGULATIONS OF THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

100. General Provisions Governing Application of Safety Regulations.

100-01. Suspension of Existing Rules. In accordance with paragraph 21, Article XII, Title II, of the Washington Metropolitan Area Transit Regulations Compact, all rules, regulations, orders, decisions, or other action prescribed, issued, made, or taken by the Interstate Commerce Commission, the Virginia State Corporation Commission, Maryland Public Service Commission and the Public Utilities Commission of the District of Columbia, relating to the operations of passenger carriers under the jurisdiction of the Washington Metropolitan Area Transit Commission are suspended as of the effective date of General Order No. 8.

100-02. Pending Proceedings and Accrued Rights. No action or proceeding commenced before these safety regulations take effect, and no right theretofore accrued, is affected by the provisions of these safety regulations, but all procedures thereafter taken therein shall conform to the provisions of these safety regulations insofar as the same are applicable.

100-03. Constitutionality. If any portion of these safety regulations is held unconstitutional or invalid for any reason, such determination shall not affect the validity of any other portion of these safety regulations.

100-04. Not Retroactive. Unless hereinafter particularly specified, these safety regulations shall not require major reconstruction of or additions to buses in service on the effective date hereof; however, this section shall not be construed as limiting the power of this Commission to order any change or addition it may find necessary to place any bus in a safe operating condition.

100-05. Applicability of Vehicle Codes of the District of Columbia, Commonwealth of Virginia and the State of Maryland. Every passenger carrier and its drivers shall comply strictly with the provisions of the motor vehicle laws of the States of Maryland, Virginia, and the District of Columbia, and of the local jurisdictions. Where these regulations impose a greater duty or obligation, and are not in conflict with said state and local laws, then each passenger carrier and its drivers shall comply with these regulations.

100-06. Additional Rules and Regulations. Carriers may put into effect and enforce additional rules and regulations, and/or use additional equipment and accessories, not inconsistent with or prohibited by these regulations, provided such rules and regulations do not decrease the safety of operation of the bus or its use.

100-07. Commission May Order Deviations. The Commission may authorize deviations from these regulations or prescribe or require the observance of additional or different regulations by special order.

100-08. Standards. When these regulations provide for the construction, installation or operation of any facility in proper, appropriate satisfactory, reasonable, adequate, efficient, or acceptable

manner, such construction, installation or operation shall be to the satisfaction of the Commission. It shall be the duty of the passenger carrier to see that all equipment, parts and accessories required are in working condition and at all times maintained while the bus is in use.

100-09. Applicability of Safety Regulations. Every passenger carrier shall comply with these regulations and said regulations shall apply to every bus operated by them, including leased vehicles. Wherever in these regulations a duty is prescribed for a driver or a prohibition is imposed upon him, it shall be the duty of the passenger carrier to require observance of such prescription or prohibition; and, if the passenger carrier is himself a driver, he shall likewise be bound thereby.

100-10. Availability of Safety Regulations. Every passenger carrier shall have a copy of these regulations in a place available to all drivers and other affected personnel.

101. Definitions.

101-01. "Commission" or "WMATC" means the Washington Metropolitan Area Transit Commission.

101-02. "Bus" means any vehicle operated by a "Passenger Carrier" over the public streets or highways within the Metropolitan District and used for the transportation of passengers for hire.

101-03. "Passenger Carrier" means any carrier holding a certificate of public convenience and necessity issued by the Washington Metropolitan Area Transit Commission for authority to transport passengers.

101-04. "Employer" means a "Passenger Carrier".

101-05. "Driver" means the person who drives or is in actual physical control of a bus, but does not include a mechanic moving buses in the course of his duties.

101-06. "Compact" means the Washington Metropolitan Area Transit Regulation Compact.

101-07 "Metropolitan District" means the District of Columbia, the Cities of Alexandria and Falls Church, the Counties of Arlington and Fairfax, and political subdivisions of the State of Virginia located within those counties and that portion of Loudoun County, Virginia, occupied by the Dulles International Airport, and the counties of Montgomery and Prince Georges, in the State of Maryland and political subdivisions of the State of Maryland located within said counties, and all other cities now

or hereafter existing in Maryland or Virginia within the geographic area bounded by the outer boundaries of the combined area of said counties, cities and airport.

102. Equipment.

102-01. Speedometers. Every bus shall be equipped with a speedometer indicating the bus speed in miles per hour, so installed and maintained as to be reasonably accurate while being driven.

102-02. Defrosting Devices and Windshield Wipers. Every bus, when operating under conditions likely to cause snow, ice, frost, fog or moisture to collect on the windshield, shall be equipped with at least two automatically operating windshield wiper blades, one on each side of the center line of the windshield and shall be equipped with an adequate air circulating system designed to prevent or remove such collection of snow, ice, frost, fog or moisture from the windshield.

102-03. Fire Extinguishers. Every bus having a seating capacity of thirteen (13) or more persons shall be equipped with at least one fire extinguisher with physical characteristics and fire extinguishing ability equivalent to or better than fire extinguishers which qualify under Classification B of the standards of Underwriters' Laboratories, Inc., 207 East Ohio Street, Chicago 11, Illinois, in effect on June 30, 1951. The extinguisher shall utilize an extinguishing agent which does not need protection from freezing and shall be properly filled and securely mounted in a bracket at a visible and readily accessible location. The minimum size shall be one and one-half quart carbon tetrachloride type, four pound carbon dioxide type, four pound dry chemical

type, or other extinguishers of other types having extinguishing capacity equivalent to any of these types. Two extinguishers may be carried to obtain the capacity required. It is further provided that a fire extinguisher marked and labeled as rated not less than 4B.C. under standards of Underwriters' Laboratories in effect on January 1, 1961, if equipped with a gauge or similar device to indicate whether or not the fire extinguisher is fully charged, or is designed and constructed so as to permit visual inspection to determine if it is fully charged may be used in lieu of the fire extinguishers specified in this regulation, whether they meet the size requirements or not if all other pertinent requirements herein are met.

102-04. Rear Vision Mirrors. Every bus shall be equipped with a firmly attached mirror or mirrors located and adjusted so as to reflect to the driver a view of the highway to the rear and the interior of the bus. In addition to the rear vision mirror in the interior of the bus, every bus having a seating capacity of thirteen (13) or more persons shall have two rear vision mirrors, one at each side firmly attached to the outside of the bus and so located as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. On all buses manufactured prior to 1959, the right side mirror is not required.

102-05. Horns. Every bus shall be equipped with a horn and actuating elements which shall be in such condition as to give adequate and reliable warning signal.

102-06. Tires. Every bus shall be equipped with tires adequate to support its maximum gross weight. The outside diameter of each tire shall be such that each tire on dual wheels will contact the level roadway at all times. Tires shall be taken out of service when they show wear through the breaker strip or to the cords, or any other defect likely to cause failure. A tire shall not be retreaded if the cords show wear, if the cords have been separated in the outer wall of the tire, or if the tire is otherwise damaged to an extent rendering it unsafe to use if retreaded. Recapped or retreaded tires shall not be used on the front wheels. Regrooved tires shall not be used on front wheels unless there is at least one-fourth (1/4) of an inch of base rubber remaining on the tire after the regrooving. No tire shall be used which does not have tread configuration on that part of the tire which is in contact with the road surface.

102-07. Bell Cords, or Buzzers. Every bus having a seating capacity of thirteen (13) or more persons, used in regular route service, shall be equipped with a bell cord or buzzer which will enable any passenger to signal the driver when a stop is desired.

102-08. Grab Handles. Every bus having a seating capacity of thirteen (13) or more persons shall be equipped with suitable grab handles, stanchions, or bars not less than ten (10) inches in length, which shall be installed at entrances and exits within convenient reach of persons boarding or leaving.

102-09. Safety Bars. Every bus having a seating capacity of thirteen (13) or more persons shall be equipped with a safety bar or panel installed in front of or adjacent to the seat directly to the rear of all entrances and exit doors, to prevent passengers from being thrown into the step wells in case of a sudden stop.

102-10. Television Receivers. Buses equipped with a television viewer, screen or other means of visually receiving a television broadcast, shall have the viewer or screen located at a point to the rear or the back of the driver's seat if such viewer or screen is in the same compartment as the driver and the viewer or screen shall be so located as not to be visible to the driver while operating the vehicle. With the exception of a cut-off switch, the operating controls for the television receiver shall be so located that the driver cannot operate them without leaving the driver's seat.

102-11. Lighting Devices. Every bus having a seating capacity of thirteen (13) or more persons shall be equipped with lighting devices to meet the requirements of this regulation. All lighting devices shall be electric, permanently and securely mounted in workman-like manner on a permanent part of the bus. All exterior lamps shall be so mounted as to be capable of being seen at all distances between 500 feet and 50 feet under clear atmospheric conditions during the time lamps are required to be lighted. All lighting devices shall be of the steady-burning type except turn signals. No red lights shall

be used on the front of any bus. Electrical wiring shall be systematically arranged and installed in workmanlike manner. Wiring, both the low tension and high tension circuits, shall be constructed and installed so as to function reliably and adequately and shall conform to the appropriate requirements in the SAE Standard for "Insulated Cable" or by wiring which is mechanically and electrically at least equal to such cable.

a. On the Front. At least two headlamps, evenly divided on each side of the vehicle. The headlighting shall provide an upper and lower distribution of light, selectable at the driver's will.

Two amber clearance lamps, one on each side, to be mounted so as to indicate the width and height of the bus.

Two turn signals, one on each side, the color to be white or amber.

b. On the Rear. Two red tail lamps, two red or amber stop lamps, two red reflectors, one on each side, two clearance lamps, one on each side, and two turn signals, one on each side. The turn signals shall be red, yellow or amber.

c. On Each Side. One amber side marker lamp, located at or near the front; one red side-marker lamp located at or near the rear; one amber reflector, located at or near the front; one red reflector, located at or near the rear.

d. Interior Lighting. Adequate lights so arranged as to illuminate the whole interior of the bus without affecting the driver's vision.

e. Destination Sign. Each bus in the front, shall carry a destination sign illuminated with at least five (5) rated candle power per square foot or fraction thereof of destination sign area.

f. Tail Lamps. May be incorporated in the same housing with stop lamps so long as the requirements for each are fulfilled.

102-12. Glazing in Specified Openings. Whenever glazing is used in the windshield, window or door of a bus, such glazing shall conform to the requirements contained in the "American Standard Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways, Z 26.1, 1950" of the American Standards Association, Inc., 70 East 45th Street, New York 17, New York. All glass shall be free of discoloration or other damage, except that discoloration and damages as follows are allowable: (1) coloring or tinting applied in manufacture, for reduction of glare; (2) any crack not over $\frac{1}{4}$ inch wide, if not intersected by any other crack; (3) any damaged area which can be covered by a disc $\frac{3}{4}$ inch in diameter, if not closer than 3 inches to any other such damaged area.

102-13. Failure of Equipment on the Road. In the event of a failure of, or defect in, any equipment essential to the safe operation of a bus, while the vehicle is on the road and repairs are impracticable,

the vehicle shall be taken out of service at the earliest possible moment, and the vehicle shall not be redispached until such repairs have been made.

102-14. Unsafe Equipment. No Passenger carrier shall permit or require a driver to drive any bus revealed by inspection or operation to be in such a condition that its operation would be hazardous or likely to result in a breakdown of the vehicle.

103. Fuel Containers on Buses.

103-01. Fuel Containers - Protection. The fuel container, tank or intake pipes, or any part thereof, shall not project beyond the side of the bus.

103-02. Fuel Containers - Location. Neither the fuel container, tank nor the intake pipe thereof shall be located within or above the passenger-carrying compartment of any bus.

103-03. Fuel Containers - Construction and Installation. The fuel tank or container supplying fuel for the propulsion of any bus shall be:

- a. Substantially and properly constructed;
- b. Free from leaks;
- c. Adequately and securely fastened to the vehicle;
- d. Equipped with adequate baffles; and
- e. Maintained in good condition.

103-04. Fueling of Buses - Restrictions. No bus having a seating capacity of thirteen (13) or more persons shall be fueled:

- a. While passengers are aboard;
- b. In areas where smoking is permitted; or
- c. In the presence of or proximity to any source of ignition which could possibly ignite the fuel vapors therefrom.

103-05. Liquefied Petroleum Gas Fuel Systems. Every bus utilizing liquefied gas for any purpose shall be equipped with a fuel system which complies with Division IV, June, 1957, or later edition of the "Standards for the Storage and Handling of Liquefied Petroleum Gas", of the National Fire Protection Association, 60 Batterymarch Street, Boston 10, Massachusetts.

104. Brakes.

104-01. Service Brakes. Every bus shall be equipped with efficient service brakes adequate to control the movement of and to stop and to hold stationary such vehicle. Every bus shall be able to stop, upon application of the service brakes within a braking distance of thirty (30) feet from a speed of twenty (20) miles per hour when tested on a dry, smooth, level road free of loose material.

104-02. Auxiliary (Parking) Brakes. Every bus shall be equipped with a mechanical hand-operated auxiliary brake which shall employ a ratchet and pawl or other effective locking and releasing mechanism. Such brake shall be capable of holding the vehicle stationary in any situation it is likely to encounter.

104-03. When Service and Auxiliary Brakes are Connected. If the two separate means of applying the service and auxiliary brakes are connected in any way they shall be so designed and constructed that the failure of any one part of the operating mechanism shall not leave the vehicle entirely without brakes.

104-04. Auxiliary Brakes on Drive Shaft. If mechanically practicable, auxiliary brakes located on the drive shaft must be on that portion of said shaft directly connected to the differential.

104-05. Brakes to be Operative. All brakes shall be in a satisfactory and effective operating condition at all times the bus is in service.

104-06. Reducing Braking Effort on Front Wheels. When operating under adverse conditions such as on wet, snowy or icy roads, means may be used for reducing the braking effort on the front wheels of the bus provided that the front wheel brakes shall not be made inoperative.

104-07. Safety Valves - Type, Capacity, Installation and Adjustment. Every service brake installation activated by compressed air shall be equipped with a standard type safety valve which shall be installed to have an uninterrupted connection with the air reservoir or tank. It shall be so designed, adjusted and maintained that it will open and discharge the air system under any condition at a pressure not to exceed one hundred fifty (150) pounds per square inch and close and reseal itself at a point above the maximum air governor setting. The safety valve shall be inspected and properly tested at least once every twelve (12) months and a record kept of such inspections.

104-08. Air Governor Adjustment. The air governor cut-in and cut-out pressures shall be adjusted so that the maximum pressure in the air system will not exceed one hundred fifteen (115) pounds per square inch for buses manufactured prior to January 1, 1960, and will not exceed one hundred twenty-five (125) pounds per square inch for buses manufactured thereafter. No air governor shall be set so that it will cut in at less than seventy (70) pounds per square inch.

104-09. Pressure Gauge - Type Required. The pressure gauge shall be of reliable and satisfactory construction and maintained in an efficient working condition at all times. The gauge shall be replaced if reading varies five (5) pounds or more.

104-10. Low-Air Pressure Warning Signal. Every bus shall be equipped with a sound alarm which will give a satisfactory warning when the air pressure drops to between fifty-five (55) pounds and seventy (70) pounds per square inch. No bus shall be moved while the low-air pressure warning signal is sounding. Buses may be equipped with a distinctive signal readily visible to the driver which would give a satisfactory warning when the air pressure drops to between fifty-five (55) pounds and seventy (70) pounds per square inch.

104.11. Pneumatic System - Check Valve Required. A check valve shall be installed and properly maintained in the air supply piping either between the air compression and the first reservoir or tank immediately adjacent to the first air intake of said reservoir or between No. 1 reservoir (wet tank) and No. 2 reservoir (dry tank) immediately adjacent to the air intake of the No. 2 reservoir provided that the air supply for the brakes is not drawn from the No. 1 reservoir and that the No. 1 and No. 2 reservoirs are connected by only one pipe line.

104.12. Obstructive Devices in Air Lines. Any valve or other device which could in any manner obstruct the free flow of compressed air through the air supply pipe line, particularly between the main air reservoir and the brake chamber, shall not be permitted without the prior permission of this Commission.

104-13. Vacuum Gauges Required. Service brakes activated by vacuum power shall be equipped with a vacuum gauge in accordance with Regulation 104-14 to 104-19, inclusive.

104-14. Vacuum Gauge - Type Required. The vacuum gauge shall be of a reliable and satisfactory construction and shall be maintained in an efficient working condition at all times.

104-15. Vacuum Gauge - Uninterrupted Connection Required. The vacuum gauge shall be installed so as to have an uninterrupted connection with the vacuum supply.

104-16. Vacuum Gauge - Location. The vacuum gauge shall be installed and maintained in such a location as to be clearly and readily visible to the driver from the driving position at all times.

104-17. Vacuum Supply Tank - Capacity. The vacuum supply tank or cylinder shall be of sufficient capacity to provide enough vacuum power to enable the driver to make at least one complete braking operation within the required braking distance, and one operation of the doors, if vacuum controlled, after the motor has stopped running.

104-18. Vacuum System - Check Valve Required. A check valve shall be installed in the vacuum supply piping first in line from the source of the vacuum supply.

104-19. Vacuum - When a Booster Only. The provision of Regulation 104-13 to 104-18, inclusive, will not apply when the vacuum

supply is used in connection with the braking system for booster only.

104-20. Hydraulic Brakes - Pressure. When hydraulic brakes are used, the hydraulic pressure shall not be higher than the manufacturer's rated capacity of the hose connections.

104-21. Tubing and Hose - Adequacy. Brake tubing and brake hose shall be constructed of adequate material to enable efficient continued functioning in a satisfactory manner.

104-22. Tubing and Hose - Length and Flexibility. Brake tubing and brake hose installed on vehicles shall be of sufficient length and flexibility to allow or accommodate all normal motions of the vehicle or the part thereof to which they are attached without their being damaged in any way.

104-23. Tubing and Hose - Chafing. Brake tubing and brake hose shall be suitably and satisfactorily protected against chafing or other injury.

104-24. Connections - Construction. Connections for compressed air vacuum and hydraulic braking systems shall be constructed of adequate material and so designed as to ensure efficient continued functioning.

104-25. Connections - Leaks and Defects. Connections shall be satisfactorily designed, constructed, installed and maintained so as to

ensure freedom from leaks, constrictions and other defects. With the engine stopped, the air gauge registering not less than ninety (90) pounds and the brakes fully applied, the rate of drop in air pressure shall not exceed five (5) pounds per minute.

104-26. Detachable Connections. Detachable connections shall be satisfactorily designed, constructed, installed and maintained so as to ensure against inadvertent or accidental disconnection.

104-27. Brakes Must Be Set When Vehicle is Unattended. The driver shall not leave the driver's seat unless and until the auxiliary brake has been securely set. At all times that the driver leaves the bus for a distance greater than twenty (20) feet, he shall ensure that the motor has been stopped and that all other reasonably prudent precautions have been taken to prevent the movement of the bus.

105. Entrances and Exits

105-01. Doors and Steps. Doors and steps of every bus shall be kept reasonably clean at all times so as to permit the safe ingress and egress of passengers.

105-02. Rear View Mirrors. Rear view mirrors giving the driver a clear view of the door and step wells at rear and center entrances and exits shall be provided and maintained on every bus where such doors are opened and closed by the driver.

105-03. Construction and Maintenance. Doors shall be substantially constructed in accordance with acceptable standards and shall be satisfactorily maintained in good working order.

105-04. When Manually Operated. Hand lever or other manual devices for operating doors shall be so constructed that no parts thereof can come together with an exposed shearing action.

105-05. When Doors Not Adjacent to Driver. Doors not immediately adjacent to the driver of a bus having a seating capacity of thirteen (13) or more persons shall be:

(a) Interlocked with the brakes and the accelerator in such a manner that the vehicle cannot start when the doors are open and the brakes will set when the doors are opened.

(b) So designed and equipped that they will release the pressure, reverse their motion and reopen in the event a person should

be caught in them while closing. This section is not applicable to push doors.

(c) So designed and equipped that a signal will be transmitted to the driver should the door completely close on any part of a person's body.

(d) Adjusted and maintained, when operated or activated by treadle steps, to close in not less than one and one-half (1½) seconds after a person steps off such treadle.

105-06. Emergency Exit Required. Every bus having a seating capacity of thirteen (13) or more persons shall be equipped with an emergency door located on the left side near the rear or shall be equipped with escape windows of the push-out type.

105-07. Emergency Doors.

a. Latch - Every emergency door shall be latched in such a manner that it can be readily opened by a passenger in case of an emergency.

b. Warning Device - Every emergency door shall be equipped with a warning device, not directly connected with any lighting circuit, which will actuate either an audible signal or an easily seen red light on the instrument panel when such door is unlatched.

c. Door Size - Every emergency door opening shall extend at least from the floor to the top of the window line and be not less than twenty-four (24) inches in width.

d. Door Markings - Every emergency door and rear or center exit door used in lieu thereof, shall be conspicuously marked on the inside "Emergency Door" in red letters at least one inch high.

e. Method of Exit - Each door shall be identified by clearly legible and visible signs, lettering or decalcomania in such manner that it indicates the method to be used for obtaining emergency exit.

105-08. Escape Windows. Every bus using escape windows in lieu of emergency exit doors shall be of such size to provide adequate means of escape determined in accordance with the following standards:

a. Space for each seated passenger - For each seated passenger, not including the driver, there shall be at least sixty-seven (67) square inches of free opening resulting from opening of a push-out type of window. No area shall be included in this minimum prescribed area unless it will provide an unobstructed opening sufficient to contain an ellipse having a major axis of 17 3/4 inches and a minor axis of 13 inches or an opening containing 200 square inches formed by a rectangle 13 inches by 17 3/4 inches with corner arcs of six (6) inch maximum radius. The major axis of the ellipse shall not make an angle of more than 45 degrees with a surface on which the unladen vehicle stands. No less than 40% of such prescribed opening shall be on one side of the bus.

b. Push-out Latch - Every escape window shall be so constructed and latched in such a manner that it can be readily opened by a passenger in case of an emergency.

c. Markings - Each escape window shall be as identified as such by clearly legible and visible signs, lettering or decalcomania. Such markings shall include appropriate wording to indicate that it is an escape window and also the method to be used for obtaining emergency exit.

106. Heating, Cleanliness and Ventilation.

106-01. Heating. Every bus shall be equipped with and use an adequate, safe and effective heating system, which shall be capable of and shall produce sufficient heat to provide reasonable comfort for the occupants during cold weather. All heating system pipes and radiators shall be properly shielded so as to protect adequately the passengers and their clothing.

106-02. Cleanliness. Every bus shall be maintained in a reasonably clean and sanitary condition.

106-03. Ventilation. Every bus shall be constructed so as to provide adequate ventilation regardless of weather conditions. Openings for ventilation through the front of a vehicle shall be equipped with suitable screens designed to prevent the passage of insects, gravel and other objects.

106-04. Exhaust Gases. Every bus shall be constructed and maintained so as to prevent the entering of exhaust gases or engine fumes into the passenger compartment. The motor and appurtenances thereof shall be operated in such a manner and maintained in such a condition as to minimize the quantity of obnoxious or harmful elements present in the exhaust gases or engine fumes. The exhaust system shall discharge to the atmosphere at or within six (6) inches forward of the rear-most part of the bus. This also applies to the exhaust of the

air-conditioning equipment. Vertical exhaust pipes are prohibited where exhaust fumes are more than three (3) feet above the street level.

107. Seats and Aisles.

107-01. Driver's Seat. Every bus shall be equipped with a driver's seat, the seat and back of which shall be adjustable to height and distance in relation to the steering wheel to reasonably accommodate the driver.

107-02. Seats. Every bus shall be equipped with seats that meet the following requirements:

- a. Securely attached to the vehicle.
- b. Coverings of seat cushions and seat backs shall be of suitable material and shall not be cut, torn, snagged or ripped at seams, or contain any projecting objects likely to be injurious to passengers or their apparel.

107-03. Aisle. Every bus having a seating capacity of thirteen (13) or more persons shall have aisles that meet the following requirements:

- a. At least fourteen (14) inches in width and at least seventy-four (74) inches in height.
- b. Unobstructed passageways from the main aisle to any door.

108. Standing Passengers.

108-01. When to be Carried. Standing passengers may be carried, if such passengers so elect, subject to the provisions of this regulation.

108-02. Head Room. Standing passengers shall not be carried unless the major portion of the aisle head room is seventy-four (74) inches or more.

108-03. Means of Support. Standing passengers shall not be carried unless the vehicle is equipped with grab handles or other means of support for all of such passengers.

108-04. Standee Line. Every bus with a seating capacity of thirteen (13) or more persons, which is designed and constructed so as to allow standees, shall be plainly marked with a line or equipped with some other means so as to indicate to passengers that they are prohibited from standing in a space forward of a perpendicular plane drawn through the rear of the driver's seat and perpendicular to the longitudinal axis of the bus. Every such bus shall have clearly posted at or near the front, a sign stating that it is a violation of regulations for a bus to be operated with passengers standing in the prohibited area.

109. Transportation of Property on Buses - Freight, Baggage and Express.

109-01. Quantity to be Carried. Passenger carriers and their drivers shall not permit the carrying of any greater quantity of freight, express or baggage in buses than can be safely and conveniently carried without causing discomfort or unreasonable annoyance to passengers.

109-02. Depriving Passengers of Seat Prohibited. The quantity and location of freight, baggage or express carried on a vehicle shall not be such as to deprive a passenger of, or exclude a passenger from a seat.

109-03. Dangerous Articles. A passenger carrier shall not transport explosives, flammables or any dangerous articles likely to endanger the safety of the passengers, nor shall it knowingly permit any passenger to carry such article.

109-04. Transportation of Animals May be Refused. A passenger carrier may refuse to transport dogs or other animals, except "seeing-eye dogs" when accompanied by their blind masters or trainers.

109-05. Animals Transported to be Muzzled or Crated. Dogs, and other animals, except "seeing-eye dogs" shall be muzzled or securely crated in such a manner as to eliminate the possibility of injury to passengers when transported.

110. Inspection and Equipment Reports.

110-01. Inspecting of Buses by WMATC. Any duly authorized representative of this Commission shall have the right at all times and shall be allowed to enter into or upon any bus for the purpose of ascertaining whether or not these regulations are being complied with and observed. Drivers shall admit Commission representatives presenting Commission identification cards.

110-02. Duty of Owner and Driver. Every owner, operator or driver of any bus shall afford the duly authorized representative of this Commission all reasonable opportunity, facilities, and, if necessary, assistance to make such an inspection.

110-03. Inspection and Maintenance Practices and Records. Every passenger carrier shall institute systematic inspection and maintenance practices on a mileage, trip or calendar basis.

110-04. Inspection Records. The inspection records of every passenger carrier shall be kept on file by said carrier for at least three (3) months and made available, on request, to this Commission or its duly authorized representative.

110-05. Obligation to Advise WMATC. Every passenger carrier shall file with this Commission a report clearly setting forth the basis upon which equipment inspections are made and how their records are maintained. If any change should be made in the basis on which

such inspections are to be made or in the manner in which the records are to be maintained, this Commission shall be notified immediately.

110-06. Bus Reports Required. Every passenger carrier shall file with this Commission a separate written report on each bus used by such carriers showing full information as to its type and all other characteristics. Carriers may file a summary sheet in lieu of a separate report, provided such a summary sheet contain types and other characteristics of buses included thereon.

110-07. Reports on Newly Acquired Buses. On newly acquired buses, every passenger carrier shall file a written report with this Commission within ten (10) days after such vehicle is first placed in service. This may be accomplished by filing a revised summary sheet.

110-08. Form of Reports. The form of this report required by Sections 110-06 and 110-07 is set forth in Appendix "A" hereof.

110-09. Specifications for Buses to be Acquired. Specifications must be submitted to and approved by the Commission. Buses will be inspected and approved by the Commission prior to being placed in service.

110-10. Report on Buses Withdrawn from Service. If a bus is permanently withdrawn from service, this Commission shall be notified within ten (10) days after such withdrawal takes place.

110-11. Reports on Leased Buses. Equipment reports shall be filed with this Commission on leased buses unless the period of the lease is for less than ten (10) days.

111. Qualifications Required of Drivers of Buses.

111-01. General Physical and Mental Requirements. Drivers shall not have:

- a. Any loss of hand, foot, arm or leg.
- b. Any defect, amputation or impairment of fingers, hand, arm, foot, leg or any other member or part of the body likely to interfere with safe driving.
- c. Any mental, nervous, organic or functional disease or disorder likely to interfere with safe driving.

111-02. Eyesight. Drivers shall have:

- a. Visual acuity (either without glasses or by correction with glasses) of at least 20/40 (snellen) in one eye and 20/100 (snellen) in the other eye.
- b. Form field of not less than 45 degrees in all meridians from point of fixation.
- c. Ability to readily distinguish red, green and yellow.

111-03. Glasses. If glasses are required to meet the requirements of Section 111-02, they shall be worn while driving.

111-04. Hearing. Driver shall have adequate hearing, which shall be not less than 10/20 in each ear for conversational tones, without hearing aid.

111-05. Minimum Requirements Before Driving. A passenger carrier shall not require or permit any person to drive and a person shall not

drive any bus unless such person so driving possesses the minimum qualifications set forth in Sections 111-01 through 111-04, inclusive. Each driver must hold valid driver's license from the jurisdiction in which his company is based, or in the jurisdiction in which he drives.

111-06. Physical Examination. Certificate required. Every passenger carrier shall have in his files a certificate of physical examination signed by a duly licensed physician or surgeon for every driver in its employ, certifying that said physician or surgeon has examined such driver and found him to meet satisfactorily the qualifications set forth in Sections 111-01 through 111-04, inclusive. A physical examination certificate for new drivers shall be filed with the carrier within ten (10) days of the new drivers' entering said carrier's employ.

111-07. Periodic Re-examination Required. Drivers shall be re-examined in the same manner as provided in Section 111-06 at least once every three years if the driver is under the age of forty (40) years, at least once every two years if the driver is between the ages of forty (40) and fifty (50) years, and at least once each year if the driver is over the age of fifty (50) years. Any driver who has been excused for illness fifteen (15) days during any sixty (60) day period, must be re-examined in the same manner as provided in Section 111-06 within ten (10) days of the end of such sixty (60) day period.

111-08. Physical Examination Form. A physical examination form is set forth in Appendix "B" hereof. Any form or forms containing all

the items set forth in Appendix "B" may be used in lieu thereof.

111-09. Use of Liquor, Narcotics or Drugs. Any person addicted to the use of narcotics or habit-forming drugs or the excessive use of alcoholic beverages or liquors, shall not be hired nor remain employed as a driver.

111-10. Driving Skill. Every driver shall have competency by means of experience or training, or both to safely drive the type of vehicle he drives.

111-11. Knowledge of Safety Regulations. Every driver shall have a thorough working knowledge of the vehicle code of the jurisdiction or jurisdictions in which the vehicle is operated, as well as a knowledge of this Commission's safety regulations.

111-12. Age of Driver. A driver of a bus shall be not less than 21 years of age.

111-13. Knowledge of English. Every driver shall be able to speak, read and write the English language.

111-14. Carriers Shall Instruct Drivers. Every passenger carrier shall so instruct and educate its drivers that they shall have a full and complete working knowledge of the safety regulations of this Commission and of the various motor vehicle codes.

111-15. Passenger Driver Training Programs. All passenger carriers,

either singly or collectively, shall establish comprehensive driver training programs, the objectives of which shall be to thoroughly train drivers in the operation of the vehicles to be driven; acquaint drivers with their responsibilities and duties, improve the driver's compliance with all applicable rules, regulations and laws; thereby showing said drivers the importance of and inculcating in them a desire to observe the fundamental precepts and practices of safe driving.

111-16. Duties of Drivers of Buses.

a. While vehicle is in motion. Drivers shall not conduct transactions while the vehicle being driven is in motion if such transaction should require the removal of both hands from the steering wheel or interfere with the proper observation of traffic or safe operation of the vehicle.

b. Unnecessary conversation. Drivers shall not carry on unnecessary conversation with anyone while the vehicle is in motion.

c. Smoking by drivers. Drivers shall not smoke or use tobacco in any manner or form during the time they are operating in passenger service.

d. Doors to be closed while vehicle is in motion. Drivers shall not start the vehicle until the doors have been closed and shall not open the doors until the vehicle has been stopped.

e. Alcoholic beverages and narcotic drugs. Drivers shall not go on duty and passenger carriers shall not knowingly permit drivers to go on duty, if such drivers have been drinking or are under the in-

fluence of alcoholic beverages or liquor or narcotic drugs. Drivers shall not drink any such beverage or liquor or partake of narcotic drugs while on duty. Any driver under a doctor's care where the use of narcotics is required shall so advise the carrier, in writing, advising the doctor's name, address, name of the drug and the amount taken or to be taken.

f. Duty of drivers to determine if equipment is in good working order. A driver shall satisfy himself that the parts and accessories are in good working order before he drives a bus.

g. When driver finds equipment in bad order. In the event a driver cannot satisfy himself that the equipment and accessories of a bus are in safe working order, then a properly qualified responsible passenger carrier representative shall make certain that said equipment and accessories are in good working order before the vehicle is allowed to be driven in service.

h. Driving while ill or fatigued - forbidden. A driver shall not drive while his ability or alertness is so impaired through fatigue, illness or any other cause, such as would make it unsafe for him to drive or continue to drive a vehicle and he shall not be required or knowingly be permitted to drive, while in such a condition, except in case of a grave emergency where the hazard to passengers would be increased by observance of the foregoing provisions.

i. Driver's duty at passenger stops. Drivers of buses having a seating capacity of thirteen (13) or more persons operating over regular route service shall stop the bus to receive or to discharge passengers only at designated stops. Such drivers shall not receive or

discharge passengers at any other place, except in case of emergency. Such driver shall pull to the curb whenever possible to receive or discharge passengers.

111-17. Passenger Carrier's Right to Require Additional Qualifications. Nothing contained in these regulations shall be so construed as to prevent a passenger carrier from requiring additional or more stringent physical, mental or intellectual qualifications or age requirements than prescribed in this part as minima; or to require more frequent or more stringent physical or mental examination than prescribed in this regulation, notwithstanding that a driver may have in his possession a doctor's certificate as herein required.

111-18. Driver's Past Record. In addition to the other qualifications required by these regulations, passenger carriers shall in the employment and use of drivers and from time to time thereafter in continuing drivers in their service give due consideration to the following factors where they exist:

a. Violations of laws or regulations governing the operation of buses of which the driver is guilty, especially as to those violations which tend to establish a disregard for regulatory requirements and for the public safety.

b. The driver's accident record insofar as it tends to establish a lack of concern for or indifference to his own or the public's safety.

c. Violations of criminal laws of which the driver is guilty, especially with respect to those offenses which tend to demonstrate his unfitness in the public interest to be a driver of a bus in the transportation of passengers for hire within the Metropolitan District.

Passenger carriers shall maintain and preserve as a part of each driver's personnel record a summary of all driver acts and offenses which are within the purview of this section. In addition to the periodic review of such records as contemplated by this regulation, passenger carriers shall specifically review the individual record of a driver when he is involved in a serious accident to the end that reckless or accident-prone drivers may not continue to drive buses as a hazard to the public safety.

112. Grade Crossings and Drawbridges.

112-01. Responsibility of Drivers. Every driver is charged with the responsibility of exercising great care and every due precaution to make certain that every grade crossing or drawbridge can be safely negotiated before driving a bus over such crossing or drawbridge.

112-02. Gear Changing on Crossings Prohibited. After making a stop at any railroad grade crossing, in all instances where a gear change can be made at the option of the driver, the crossing shall be

made only in such a gear as will make unnecessary any, and there shall be no, changing of gears while traversing such crossing.

112-03. Stop Required at Grade Crossing. Except in incorporated cities or towns, driver, before crossing at grade any track or tracks of a railroad, shall stop within fifty (50) feet but not less than fifteen (15) feet from the nearest rail of such railroad and while so stopped shall listen and look in both directions along such track for any approaching train, and for signals indicating the approach of a train, except as hereinafter provided, and shall not proceed until he can do so safely. No stop need be made at any such crossing where a police officer or a traffic control signal directs traffic to proceed.

113. Accident Reports.

113-01. Accident Reports Confidential. Accident reports and supplemental reports filed with this Commission by carriers in compliance with this regulation shall be without prejudice to such passenger carriers or any individual so reporting and shall be for the confidential use of the Commission in analyzing accidents and making further investigations and reports. Such accident reports shall not be open to public inspection and shall not be used as evidence in any trial, civil or criminal, arising out of an accident.

113-02. Reportable Accidents. Every passenger carrier shall report to this Commission in the manner hereinafter prescribed in this

regulation every accident in which a bus operated by said passenger carrier is involved and from which there results an injury to or the death of any person or property damage to any and all vehicles or other property involved to an apparent extent of \$200.00 or more. As used in this regulation, an injury is one which prevents a person from following his customary employment, occupation or mode of living for a period of twenty-four (24) hours or more.

113-03. Manner of Reporting Accidents. A detailed report of each reportable accident shall be made in duplicate by the passenger carrier on a form supplied by this Commission. The original of such report shall be mailed to this Commission as soon as possible after the occurrence of an accident, but in any event, within thirty (30) days. The duplicate accident report shall be retained in the files of the reporting carrier. The Accident Report form is shown in Appendix "C".

113-04. Fatal Accidents. Immediate Notice Required. Whenever the reportable accident results in the death of any person at the time of the accident or within twenty-four (24) hours thereafter, the passenger carrier immediately shall transmit notice of such death by telephone to the Commission office. If the death occurs after Commission office hours, the report then shall be made at the opening of the next Commission business day. Such notice shall contain information as to the date, time, exact location, type of vehicle

involved, the number of persons killed and injured and the name and address of the carrier.

113-05. Deaths Occurring Before Filing Accident Report. In addition to the requirements of Regulation 113-04, all deaths shall be reported on the accident form as provided by the Commission, whether they occur at the time of the accident or subsequently if such deaths occur prior to the filing of said accident report form.

113-06. Deaths Occurring After Filing Accident Report. Whenever the death of any person results from an accident after the carrier has submitted the accident report of such accident to the Commission, notice of such death, in writing, shall be given to the Commission as soon as possible after such death is known to the passenger carrier, with sufficient information to identify the accident from which the death resulted.

113-07. Duty of Passenger Carrier to Assist in the Investigation. Passenger carriers shall have available records and information which in any way pertain to any accident. These records must be maintained at the headquarters office of the passenger carrier unless written permission to maintain them at some other office has been obtained from this Commission. Said material shall be made available to the duly authorized representatives of the Commission and said passenger carrier shall afford all reasonable assistance to the investigation thereof.

113-08. When Reports to be Filed. Except as provided in Regulation 113-05, accident report shall be made to or filed with this Commission at its office located at 1801 North Moore Street, Arlington 9, Virginia.

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

BUS EQUIPMENT RECORD

Date in Service Filing Date
 Corporate Name Address
 Company Coach No. Manufacturer Chassis Serial No.
 Type Year Built Manufactured by
 New Second Hand Leased Leased from

Seats	Seating Capacity	Number of seats		No. of Berths	DOORS	Entrance	Exit	Emergency	
		cross	longitude						
OVER ALL SIZE	length	width		height	LOCATION OF				
					SIZE				
WEIGHT (lbs)	Front	Rear	Total		No of LEAVES				
					TYPE OF CONTROL				
WHEEL BASE		Type Drive			SENSITIVE EDGES (No)				
TIRE SIZE	Front	Rear	No of Tires		DRIVER ALARM				
					AISLE SPACE TO				
STEPS HEIGHT FROM GROUND	Entrance	Exit	Coach Unladen Tires Fully Inflated		ENGINE	BHP	No. Cyl.	Bore	Stroke
AISLE	Minimum Headroom		Width		FUEL	GAS	BUTANE	DIESEL	
					FUEL	Total Capacity	Number Tanks	Location of	
	Heating System		Ventil. System		TANKS				
					BRAKES	Service brake		Auxiliary brake	
					TYPE				
INTERIOR LIGHTS	Number of Dome Lights	Candle Power Each		WHEELS APPLIED TO					
TAIL PIPE LOCATION				LOCATION OF DRUM					

Fill in for Second Hand Equipment Only

Previous Owner Purchased From
 Approximate mileage to date of purchase
 Approximate general physical condition at time of purchase

PHYSICAL EXAMINATION OF DRIVERS

Date _____

Name _____
 (Please print) (Last) (First) (Middle)

Present Address _____
 (Number) (Street)

 (City) (State)

Birth _____ Age _____
 (Month, day, year) (Place)

HEALTH HISTORY

Yes	No	
_____	_____	Head or spinal injuries (severe)
_____	_____	Convulsions (fits, epilepsy)
_____	_____	Encephalitis (sleeping sickness)
_____	_____	Ever confined as chronic invalid
_____	_____	Heart disease
_____	_____	Tuberculosis
_____	_____	Syphilis
_____	_____	Gonorrhoea
_____	_____	Diabetes
_____	_____	Stomach ulcer
_____	_____	Rheumatic fever
_____	_____	Asthma
_____	_____	Kidney disease
_____	_____	Suffering from incurable disease
_____	_____	Permanent defect as result of disease or accident

Other illnesses or injuries _____

PHYSICAL EXAMINATION

General appearance and development:

Good _____ Fair _____ Poor _____

Height _____ Weight _____

Head:

Eyes: For distance (without glasses) Right 20/ _____ Left 20/ _____
 (with glasses, if worn) Right 20/ _____ Left 20/ _____

Evidence of disease or injury:

Right _____ Left _____

Color vision _____

Horizontal field of vision: Right _____ Left _____

CONFIDENTIAL

ACCIDENT REPORT
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

APPENDIX "C"

Report No. _____

Carrier _____ Bus No. _____

Address _____

Name of Driver _____ Age _____

Driver's Experience with Company _____ Years

Date of Accident _____ Time of Accident _____

Place of Accident _____

Weather Conditions _____ Condition of Street _____

Speed of Your Vehicle _____ Speed of Other Vehicle _____

Nature of Injuries, if any _____

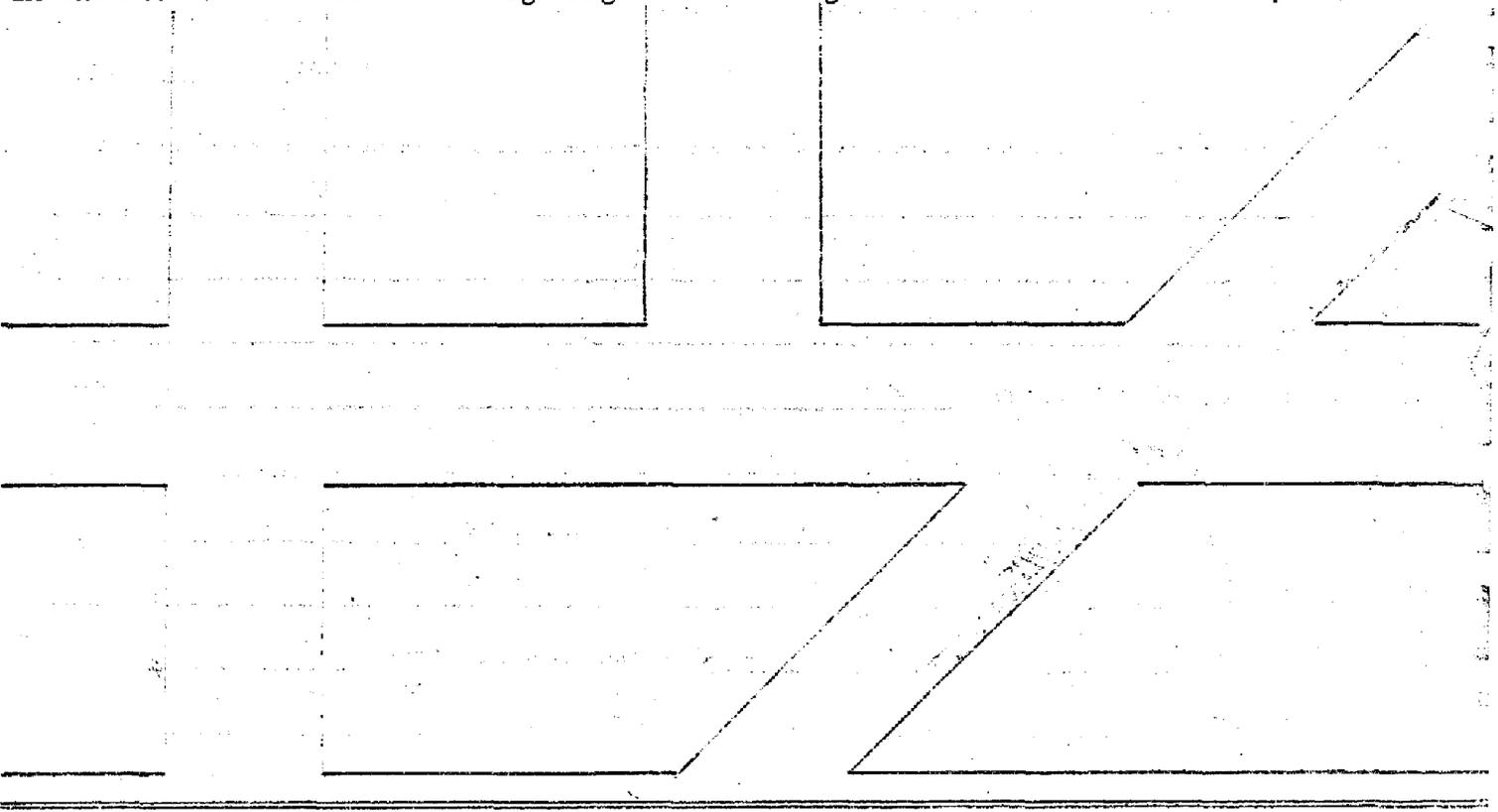
Brief Statement of How Injuries Occurred _____

Apparent Damage to Bus _____

Apparent Damage to Other Vehicle(s) _____

CONFIDENTIAL

IMPORTANT: Fill in the following diagram indicating streets and direction of travel



Operator's Statement of How Accident Occurred _____

Date of This Report _____ 19 _____ Company _____

By _____