

Steel greatest life-saving factor

The opinion of the bus-building trade generally reveals some interesting safety factors. Experts from New Zealand Motor Bodies Limited, Petone, reflect this opinion.

Bus and coach bodies are built to take great stresses and strains. In fact, they have to be built to take a far greater strain than would normally be expected of them. Where these stresses have to be withstood and durability is an important factor, the use of metal is much preferred to wood. New Zealand Motor Bodies Ltd., the largest producers of bus and coach bodies in New Zealand, have, for several years now, confined their production to all-metal construction.

The bodies built by this company have an all-steel framework constructed from pressed steel sections of their own de-

sign and welded together in special jigs into one unit, possessing enormous strength. Not only does this provide the type of protection for passengers indicated by the incident shown below, but the all-welded construction means freedom from rattles and squeaks which are inevitable where bolts and screws are used in the assembly of the framework.

Their overall capacity of 200 bodies a year means that New Zealand can now fully cater for her own requirements of omnibus bodies, and importation of bus bodies in any form is unnecessary.

NO ONE SERIOUSLY INJURED



The passengers in this bus had a lucky escape from serious injury when it was hit by another and turned over on its side. It slid along the road for some 75 feet before finally coming to rest. There were about 26 passengers on board, but only four were taken to hospital and these were discharged after receiving treatment for minor injuries.



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