RAILWAYS.

Notice of Accidents.

THE RAILWAYS (NOTICE OF ACCIDENTS) ORDER (NORTHERN IRELAND), 1934, DATED 4TH DECEMBER, 1934, MADE BY THE MINISTRY OF COMMERCE FOR NORTHERN IRELAND.

1934. No. 105.

WHEREAS by Section 6 of the Regulation of Railways Act, 1871 as amended by sub-section (2) of Section 13 of the Railway Employment (Prevention of Accidents) Act, 1900, and modified in the application thereof to Northern Ireland by Section 3 of the Railways Act (Northern Ireland), 1934 (hereinafter called "the said Acts"), it is provided (inter alia) that— 34 & 35 Vict. c. 78. 63 & 64 Vict. c. 27. 24 & 25 Geo. 5. c. 5.

(*a*) Where in or about any railway or any of the works or buildings connected with such railway, or any building or place, whether open or enclosed, occupied by the Company working such railway, any of the following accidents takes place in the course of working any railway; (that is to say)— S. 6 of the Act of 1871.

(1) Any accident attended with loss of life or personal injury, to any person whomsoever;

(2) Any collision where one of the trains is a passenger train;

(3) Any passenger train or any part of a passenger train accidentally leaving the rails:

(4) Any accident of a kind not comprised in the foregoing descriptions, but which is of such a kind as to have caused or to be likely to cause, loss of life or personal injury, and which may be specified in that behalf by any order to be made from time to time by the Ministry of Commerce:

the company working such railway, and also, if the accident happens to a train belonging to any other company, such last mentioned company shall send notice of such accident and of the loss of life or personal injury (if any) occasioned thereby to the Ministry of Commerce.

Such notice shall be in such form and shall contain such particulars as the Ministry of Commerce may from time to time direct, and shall be sent by the earliest practicable post after the accident takes place.

The Ministry of Commerce may from time to time by order direct that notice of any class of accidents shall be sent to it by telegraph and may revoke any such order. Notice of every such order shall be sent to every railway company, and while it is in force notice of every accident of the class to which the order relates shall be sent to the Ministry of Commerce by telegraph immediately after the accident takes place.

S. 13 (2) of the Act of 1900.

(*b*) The duty of a railway company to give notice of accidents shall apply to accidents attended with loss of life or personal injury to any person in the employment of the company on any line, or siding having a junction with the railway of the railway company, but not belonging to or in the occupation of any railway company, in like manner as it applies to such accidents when occurring on the railway of the company, and the provisions relating to the notice of such accidents shall have effect accordingly.

S. 3 (1) of the Act of 1934.

(*c*) (i). An accident which is attended with personal injury to a person or persons in the employment of the railway company, but which does not disable any such person for more than three days from earning full wages at the work at which he was employed, need not be notified to the Ministry, if, but for the fact that it was attended with personal injury, notification would not have been required by the said Section 6 as extended by Section 13 (2) of the said Act of 1900 ; but if, and so soon as, it is known that any person injured has been so disabled for more than three days, the company shall notify the accident by the earliest practicable post ;

(ii). An accident which occurs to a person not in the employment of the railway company, and which is not connected with the movement of any engine or railway vehicle, need not be notified to the Ministry by the earliest practicable post, but all such accidents as are referred to in this paragraph shall be notified to the Ministry in such manner and at such times as may be required by directions given by it under the said Section 6.

Now therefore, the Ministry of Commerce for Northern Ireland in pursuance of the above-mentioned powers conferred upon it, specifies under sub-heading (4) of Section 6 of the Regulation of Railways Act, 1871, the following accidents, that is to say—

Specified Accidents.

1. As regards the locomotive power and rolling stock ;
   - (*a*) the bursting of a boiler ;
   - (*b*) the failure of a rope in working an incline ;
   - (*c*) the failure of a wheel or tyre ;
   - (*d*) the failure of an axle ;

(*e*) the fracture of a connecting rod, coupling rod, or any other part of a locomotive engine, tender or vehicle not included in the above, which causes or is likely to cause an accident to a passenger train.

Note.—Any return of the failure of a boiler, tyre, or axle should be accompanied by a diagram with particulars of construction and failure, and by a description of the nature of the materials of which it was composed, and the amount of work it had performed. Failures of tyres and axles should be reported on the forms approved by the Ministry of Commerce.

2. As regards the permanent way and works on or connected with a passenger railway ;

(*f*) the fracture of a rail in the permanent way ;

(*g*) the failure of a bridge, viaduct or large culvert, or of any part of any of them ;

(*h*) the failure of a tunnel or any part of it ;

(*i*) the failure of a roof or any important part of a station ;

(*k*) important slips in cuttings or embankments ;

(*l*) the failure of a revetment wall ;

(*m*) the flooding of a portion of the permanent way which causes or is likely to cause an accident to a train or engine ;

(*n*) the failure of any other portion of the permanent way or works not included in the above, which causes or is likely to cause an accident to a train or engine.

3. Miscellaneous accidents to rolling stock and permanent way such as :—

(*o*) all cases of collisions between goods trains, or between engines or between a goods train and a light engine, vehicle or buffer stops, on a passenger railway ;

(*p*) all cases of goods trains or light engines leaving the rails on a passenger railway ;

(*q*) all cases of trains (passenger or goods) becoming divided on a passenger railway ;

(*r*) any collision, derailment or division occurring on a line other than a passenger railway which results in a passenger line being fouled :

Provided that accidents in the above categories (other than cases of passenger trains becoming divided) which occur during shunting operations and are not otherwise reportable need not be reported unless a train not engaged in such operations is involved ;

(*s*) an engine, train or railway vehicle running over any horse, beast or other obstruction on a passenger railway, or through the gate or gates of any level crossing ;

(*t*) any fire in any part of a passenger train, or in any signal box, and any serious fire in a goods train or at a passenger station or involving injury to any bridge or viaduct on a passenger railway, and all fires on any part of a railway arising from electrical equipment.

And with regard to the notices to be sent to the Ministry of Commerce in pursuance of the hereinbefore recited provisions of the said Acts the Ministry hereby further directs as follows :—

Directions as to Notices.

4. All fatal accidents (whether to passengers, servants of railway companies, or other persons) and serious accidents to trains, unless immediately reported by telephone, shall be reported by telegraph, and notice thereof shall be sent by the earliest practicable post.

5. Non-fatal accidents to servants of railway companies shall be reported by the earliest practicable post whenever they are such as to cause the servant injured to be disabled for more than three days from earning full wages at the work at which he was employed.

6. Non-fatal accidents to persons other than servants of the companies shall be in all cases reported by the earliest practicable post, except that when such accidents are not connected with the movement of any engine or railway vehicles reports should be furnished as set out hereunder :—

(i) *Accidents to Passengers.*—Separate reports with full particulars shall be furnished by the earliest practicable post in respect of the following classes of accident :—

Accidents to passengers—

(*a*) when using escalators ;

(*b*) falling from platforms on to the line ;

(*c*) crossing the line at stations and electrical accidents through coming in contact with "live" rails ;

(*d*) due to defects in platforms, footbridges, etc., at stations ;

(*e*) due to carelessness of staff, including those to falls of tools or material from roofs on to platforms, etc.

In respect of accidents to passengers other than the above, the following classes of accident may be reported either by the earliest practicable post, or by bulk reports furnished monthly, that is to say—

Accidents to passengers—

(*f*) injured by the opening or closing of carriage doors of stationary trains ;

(*g*) ascending or descending steps at stations ;

(*h*) being struck by barrows (hand or mechanically propelled), or by luggage falling therefrom ;

(*i*) falling over packages, colliding with or tripping over other obstructions on or adjacent to the platforms, etc. ;

(*j*) slipping, stumbling or falling on platforms or footbridges or in subways, etc. ;

(*k*) injured in miscellaneous accidents not included in (*a*) to (*j*) above.

(ii) *Accidents to Persons on business and Other Persons excluding trespassers.*—Separate reports with full particulars shall be furnished by the earliest practicable post in respect of the following classes of accident :—

Accidents to such persons—

(*a*) when using or due to lifts, hoists or escalators ;

(*b*) when assisting at cranes ;

(*c*) electrical accidents through coming in contact with "live" rails, etc. ;

(*d*) crossing the line at stations or falling from platforms on to the line ;

(*e*) due to defective rolling stock, permanent way or part of station premises ;

(*f*) when using level crossings (pedestrians, persons in road vehicles, etc.) ;

(*g*) due to carelessness of staff including those to falls of tools or material from roofs on to platforms, etc. ;

(*h*) of an exceptional nature, e.g., accidents resulting from road vehicles falling on to or obstructing the line.

In respect of accidents to such persons other than the above, the following classes of accident may be reported either by the earliest practicable post, or by bulk reports furnished monthly, that is to say—

Accidents to persons on business—

(*i*) injured by the falling of goods, wagon flaps, partitions, etc. opening or closing of doors of vehicles ;

(*j*) loading, unloading and sheeting road or rail vehicles, falling from or when getting on or off such vehicles or being struck by road vehicles ;

(*k*) slipping and falling on platforms, steps, etc., falling off scaffolds, ladders, etc.

(*l*) injured by the moving of goods in stations, collisions with barrows (hand or mechanically propelled), etc. ;

(*m*) injured in miscellaneous accidents not included in 6 (ii) (*a*) to (*l*) above.

Accidents to other persons, excluding trespassers—

(*n*) ascending or descending steps at stations, falling on platforms, etc. ;

(*o*) being struck by barrows (hand or mechanically propelled), or falling over obstructions ;

(*p*) injured in miscellaneous accidents not included in 6 (ii) (*a*) to (*o*) above.

7. Every notice sent to the Ministry (otherwise than by telegraph) in pursuance of the hereinbefore recited provisions of the said Acts shall be in duplicate and in the form "A" hereto annexed, except as regards accidents at level crossings, the failures of tyres, axles and rails, divisions of trains and accidents resulting therefrom, and the bulk reports of accidents, which shall be in the annexed forms "B," "C," "D," "E," "F.1," "F.2" and "G" respectively, or in each case as near to the appropriate form as circumstances admit, and shall be dated and signed and addressed to the Secretary, Ministry of Commerce, Chichester Street, Belfast.

Definitions, Revocation and Short Title.

8. In this Order the expression "passenger railway" means a railway used for passenger traffic, and the expression "goods train" includes mineral or empty stock train.

9. The Order of the Board of Trade of the 21st day of December, 1906, (**a**) is hereby revoked.

10. This Order may be cited as "The Railways (Notice of Accidents) Order (Northern Ireland), 1934.

Given under the Official Seal of the Ministry of Commerce for Northern Ireland this Fourth day of December, 1934.

(L.S.) *W. D. Scott,*
Secretary.

(**a**) S. R. & O. 1906 (No. 947) p. 569.

APPENDICES.

FORM A.

.....Railway.

Return of any Accident, not at a Level Crossing.

Date and time of accident.	
Place at which accident occurred.	

Nature and cause of accident, including particulars of damage to trains or works.

Particulars of persons killed or injured.

Name.			
Nature of injury.			
Whether person killed or injured was passenger, servant of the Company, servant of contractor, trespasser, person on business at station, other person.			
Whether accident was due to misadventure, negligence or misconduct of injured person, negligence or misconduct on the part of other persons, other causes.			
Copy of verdict at Coroner's Inquest with rider or recommendation.			
Additional particulars in case of injury to servant of Company :—			
Number of regular working hours.		Number of hours on duty when accident occurred.	Whether over or under 18 years of age; if under, state actual age.
Working hours.	Intervals for meals or rest.		

FORM B.

.....Railway.

Return of an Accident at a Level Crossing.

Date and time of accident.	
Place at which accident occurred. Name of Crossing, and whether public or private road, or footpath.	

Nature and cause of accident, including particulars of damage to trains or works.

Particulars of persons killed or injured.	Name.	
	Nature of injury.	
	Whether person killed or injured was passenger, servant of Company, servant of contractor, trespasser, other person.	
	Copy of verdict at Coroner's Inquest, with rider or recommendation.	
Particulars of Level Crossing.	Whether gates and wickets provided. Whether gates close alternately across railway and road. Whether gates are equipped with targets or discs and lamps.	
	Whether signals are provided. If so, whether they are interlocked with the gates.	
	Whether gates are controlled and worked— By Signalman or Gatekeeper; if by Gatekeeper, how is the warning of approach of train given.	
Whether the Gateman warned the persons killed or injured, or in any other way endeavoured to protect them from danger.		

FORM C.

Return of Broken Tyres during the month of ..... Railway.

| Date of Fracture. | | |

FORM D.

.....Railway.

Return of Broken Axles during the month of.....

Date of Fracture.	Description of Vehicle and Name of Owner.				Description of Axle.	Material, and Name of Maker.	Position of Fracture	No. of Diagram.	Letter showing the position of Fracture.	Dimensions.				Length of Axle.	Nature of Defects (State if fracture showed an old flaw or a brittle or crystallized appearance.)	Age, and Mileage.	Result of Fracture.	REMARKS. (State in this Column where the Fracture was discovered and whether the Vehicle was loaded or empty.)
	Vehicles belonging to the Railway Companies.			Private Owners' Vehicles.						At Journal.	At Wheel Seat.	At Centre.	At Crank Journal.					
	Engine or Tender	Passenger Vehicle.	Goods or Mineral Vehicle.															

FORM E.

.....Railway.

Return of Broken Rails during the month of.....

Date when fracture was discovered.	Place.	Material.	Date when first placed in road.	Weight per yard.		Position of fracture showing whether through bolt hole or over chair, &c.	Whether a flaw was found to exist in the Rail.	Section of Rail when new, with red or dotted lines showing section at time of failure; or reference to drawing.
				When new.	At time of fracture.			

FORM F1.

.....Railway.

Return of cases of Trains becoming divided during the Month of.....

NOTE.—Separate forms to be rendered for (A) Passenger Stock, and (B) Goods and Mineral Stock.

Owners of Vehicle on which failure occurred.	Description of Vehicle.			Cause of Failure					Whether division occurred during running or when starting or stopping.		TOTAL.
	Continuous Brake Fitted Stock.		Unfitted Stock, Goods or Mineral.	Uncoupling.	Release of Automatic Couplers.	Pulling out or Breakage of Drawbars or Hooks.	Breakage of Coupling Links.	Breakage of Screw Shackles.	Running.	Starting or Stopping.	
	Vacuum.	Westinghouse.									
7. Home Company.											
2. Other Companies as below—											
3. Private Owners.											
Total ..											

Number of Double-headed Trains .....

FORM F2.

.....Railway.

Return of Cases in which Actual Accident involving derailment, collision, or personal injury occurred through Trains becoming divided.

Date.	Time.	Place.	Description of Train :— Passenger, Mixed, Goods, or Mineral, and whether single or double headed.	No. of Vehicles on Train, position in Train where division took place, and weight of brake van.	Description of Vehicle (coach, wagon, van, etc.), by whom owned, whether fitted with continuous brake, and if so, type of brake.	Causes of Division.		Whether division occurred when starting, stopping, or in running.	Results :— Derailment, Collision, etc.	Number of passengers, servants and other persons killed and injured. Class of service to be given in case of servants.
						(1) Uncoupling or Release (Automatic Couplers). (2) Breakage of drawbar or hook. (3) Pulling out of drawbar. (4) Breakage of coupling link or shackle.	State in the case of :— (1) Type of coupling and cause of uncoupling. (2, 3 & 4) Nature of defect.			

FORM G.

.....Railway.

Bulk Return of Certain NON-FATAL NON-MOVEMENT Accidents to Passengers, Persons on Business and Persons other than Passengers, Persons on Business or Trespassers during the Month of

Nature of Accident.	Total Casualties.	Number of Casualties of a serious nature.		
		Amputations of Limbs.	Fractures or Dislocations.	Internal Injuries.
A. *Passengers.* Injuries caused— 1. by the opening or closing of carriage doors of stationary trains. 2. by ascending or descending steps at stations. 3. by being struck by barrows (hand or mechanically propelled) or by luggage falling therefrom. 4. by falling over packages, colliding with or tripping over other obstructions on or adjacent to the platforms, etc. 5. by slipping, stumbling or falling on platforms or footbridges or in subways, etc. 6. by miscellaneous accidents not included in the above and not required to be reported separately.				
B. *Persons on Business.* Injuries caused— 1. by falling of goods, wagon flaps, partitions, etc., opening and closing of doors of vehicles. 2. by loading, unloading and sheeting of rail or road vehicles, by falling from or when getting on or off such vehicles, or by being struck by road vehicles. 3. by slipping and falling on platforms, steps, etc., falling off scaffolds, ladders, etc. 4. by the moving of goods in stations, collisions with barrows (hand or mechanically propelled), etc. 5. by miscellaneous accidents not included in the above and not required to be reported separately.				

Nature of Accident.	Total Casualties.	Number of Casualties of a serious nature.		
		Amputations of Limbs.	Fractures or Dislocations.	Internal Injuries.
C. *Persons other than Passengers, Persons on Business or Trespassers.* Injuries caused— 1. by ascending or descending steps at stations, falling on platforms, etc. 2. by being struck by barrows (hand or mechanically propelled) or falling over obstructions. 3. by miscellaneous accidents not included in the above and not required to be reported separately.				

REGISTRATION OF BIRTHS, DEATHS AND MARRIAGES.

Certificates.

THE CERTIFICATES OF BIRTHS, DEATHS AND MARRIAGES (REQUISITION) REGULATIONS (NORTHERN IRELAND), 1934, DATED 4TH DECEMBER, 1934, MADE BY THE MINISTRY OF FINANCE.

1934. No. 110.

The Ministry of Finance for Northern Ireland, in exercise of the powers conferred upon it by the following enactments as the same apply in Northern Ireland, namely :—

Section 10 of the Savings Banks Act, 1887 ;
Section 134 of the Factory and Workshop Act, 1901 ;
Section 32 of the Unemployment Insurance Act, 1920 ;
Section 101 of the National Health Insurance Act, 1924 ;
Section 31 of the Widows', Orphans' and Old Age Contributory Pensions Act (Northern Ireland), 1925 ;
Section 45 of the Unemployment Assistance Act (Northern Ireland), 1934 ;
Section 3 of the Exchequer and Financial Provisions Act (Northern Ireland), 1934 ;

hereby makes the following Regulations :—

1. The requisition to be made to entitle any person to obtain a certificate or certified copy of an entry of birth required for the purposes of—

(*a*) the Factory and Workshop Act, 1901, or for any purpose connected with the employment in labour or