EXPLANATORY NOTE

(This Note is not part of the Order but is intended to indicate its general purport.)

This Order prescribes the form of the register required by Section 127(4) of the Factories Act (Northern Ireland) 1965 to be kept at the office of every person who employs persons in painting buildings.

1967. No. 135 [C]

ULSTER TRANSPORT AUTHORITY

Automatic Barriers at Level Crossings

ORDER*, DATED 18TH MAY 1967, MADE BY THE MINISTRY OF DEVELOPMENT UNDER SECTION 40 OF THE TRANSPORT ACT (NORTHERN IRELAND) 1966.

The Ministry of Development in exercise of the powers conferred upon it by section 40 of the Transport Act (Northern Ireland) 1966(a) and of all other powers enabling it in that behalf hereby makes the following Order:—

1. This Order may be cited as the Ulster Transport Authority (Maze and Damhead Level Crossings) Order 1967.

2. In this Order:—

"The Authority" means the Ulster Transport Authority; "nearside" means the left-hand side of the road or carriageway in relation to a person approaching the level crossing along the road or carriageway and "offside" means the right-hand side of the road or carriageway in relation to any such person.

3. So long as this Order continues in force section 47 of the Railways Clauses Consolidation Act 1845(b) and section 6 of the Railways Clauses Act 1863(c) shall cease to apply to the level crossings referred to in the First Schedule being level crossings at which public carriage roads are crossed on the level by a railway of the Authority.

4. The following provisions shall apply with respect to the said level crossings—

(1) The Authority shall provide at the level crossings and shall maintain and operate so long as this Order continues in force, the barriers, lights and other devices specified in the Second Schedule.

(2) The Authority shall secure at the level crossings the maintenance and operation by the appropriate road authority of the traffic signs specified in the Second Schedule.

(a) 1966. c. 3 (N.I.). (b) 8 & 9 Vict. c. 20. (c) 26 & 27 Vict. c. 92.

*The above Order was confirmed by Resolutions of the Senate and of the House of Commons on the 6th day of June 1967.

(3) The Authority shall observe the conditions and requirements specified in the Third Schedule in relation to the level crossings and the use and operation thereof.

5. The Authority shall give notice in writing to the Ministry as soon as the works referred to in Article 4 of this Order have been completed to enable an inspection thereof to be made.

Sealed with the Official Seal of the Ministry of Development for Northern Ireland this 18th day of May 1967.

(L.S.)

A. W. Smith,
Assistant Secretary.

FIRST SCHEDULE

Maze Public Road Level Crossing situated in the Townland of Lissue or Teraghafeeva, Co. Antrim

Damhead Public Road Level Crossing situated in the Townland of Carnlougherin, Co. Antrim

SECOND SCHEDULE

Particulars of Barriers, Lights and Traffic Signs

(1) Only one half-barrier shall be constructed on each side of the railway.

(2) Each half-barrier shall be capable of being raised and lowered across the nearside of the carriageway and when lowered shall be as nearly as is reasonably practicable at right angles to the centre line of the carriageway. The half-barriers shall be as close to the railway as practicable but no part of a half-barrier shall be nearer than 5ft. 3¾ins. to the running edge of the nearest rail and some part shall be within 11ft. 4ins. of the running edge of the nearest rail.

(3) Each half-barrier shall be of light construction, shall be provided with a fracture segment near the pivot and shall be so counter-weighted that it will descend in the event of a failure.

(4) When lowered the tip of each half-barrier shall extend to a point within 1 foot from the centre of the carriageway and shall be not less than 10 feet from the further edge of the carriageway both distances measured horizontally. The half-barriers shall when lowered be as near as is reasonably practicable to the horizontal and their undersides shall be not less than 2ft. 9ins. and not more than 3ft. 3ins. above the road at the centre of the carriageway.

(5) The half-barriers shall display on both the front and back faces red and white stripes of reflecting material 2 feet wide commencing with red at the tip.

(6) When raised, the half-barriers shall be inclined towards the carriageway at an angle of between 5 and 10 degrees from the vertical. No part of any half-barrier or of its attachments which is less than 16ft. 7ins. above the level of the carriageway shall be horizontally displaced from the carriageway by less than 1ft. 6ins.

(7) A fence shall be provided where necessary at each pivot post for the purpose of guarding the public from the operating mechanism and the moving parts of each half-barrier.

(8) Two electric lamps of not less than 6 watts each and showing a red light

in both directions along the carriageway shall be fitted to each half-barrier, one within 6 inches of the tip and the other near the centre.

(9) Two red flashing light signals each consisting of a pair of lamps approved as traffic signs by the Ministry of Home Affairs shall be provided adjacent to each pivot post. They shall face along the carriageway in opposite directions. There shall be additional signals of the same type on the offside of each approach to the crossing. The beams of the lamps shall be capable of adjustment. Single tone bells mounted on or adjacent to each pivot post shall also be provided. A single rectangular black backboard shall be provided for each pair of lamps such that the sides of the board are not less than 1 foot from the centre of the signal lens of each lamp. The centre of the lamp nearest the carriageway shall be not less than 2ft. 6ins. and not more than 5 feet from the edge of the carriageway both distances measured horizontally. The centre of the lamps shall be not less than 7 feet and not more than 11ft. 6ins. above the carriageway.

(10) The carriageway of the crossing shall be 18 feet wide and shall be marked on the crossing between the stop lines laid down in conjunction with the signals with a double continuous white line such as is approved as a traffic sign by the Ministry of Home Affairs.

(11) The surface of the carriageway over the crossing shall be maintained in a good and even condition.

(12) The two edges of the carriageway where it passes over the crossing shall be clearly marked and the ground made up to the level of the carriageway for a further distance of 3 feet beyond each edge. Immediately adjacent to the ground so made up cattle grids of standard railway design shall be provided on both sides of the crossing. The cattle grids shall extend to the full width between the protecting fences on both sides of the railway.

(13) Whistle boards shall be provided on the railway at the approaches to the crossing in each direction.

(14) A traffic sign shall be provided on each side of the crossing clearly visible to traffic on the carriageway approaching the crossing, and shall consist of a reflectorised notice to warn road users that, if the red lights continue to flash after a train has passed, another train is coming.

(15) A telephone shall be provided adjacent to each pivot post and shall be connected to Knockmore Junction signalbox in the case of Maze Level Crossing and to Moira signalbox in the case of Damhead Level Crossing. A notice board displaying the words "In emergency or before crossing with exceptional or heavy loads or with cattle, telephone signalman" shall be provided near the telephone.

THIRD SCHEDULE

Conditions and Requirements to be observed by the Authority

(1) The half-barriers shall be operated and controlled automatically by the approach of a train as described in the following paragraphs, but means shall also be provided for controlling them from a position near the crossing.

(2) The half-barriers shall be kept in the raised position except during the time when engines, carriages or other vehicles passing along the railway line have occasion to cross the road.

(3) The arrangements shall be such that when a train occupies a track circuit the traffic signs mentioned in paragraph (9) of the Second Schedule shall immediately be illuminated, and the bells mentioned in that paragraph shall begin to sound. The traffic signs shall operate and the bells sound for a warning period of from 6 to 8 seconds before the half-barriers begin to descend and during the descent of the half-barriers which shall occupy a further period of from 6 to 8 seconds.

The bells shall thereupon cease to sound. A further period of approximately 8 seconds shall elapse between the time when the half-barriers are fully lowered and the time when a train travelling at its maximum permissible speed (70 m.p.h. in the Up direction and 70 m.p.h. in the Down direction) can reach the crossing. The traffic signs shall remain illuminated until the half-barriers have begun to rise and shall be extinguished before the half-barriers have risen to an angle of 10° above the horizontal.

(4) The half-barriers shall be raised as soon as a train has passed the crossing. Provided that if another train is approaching the crossing, the half-barriers shall only be raised if, before they start to descend again, they can remain fully raised for a shortened warning period of 4 to 6 seconds, and be fully lowered not less than 4 seconds before the other train arrives at the crossing.

(5) The relay controlling the half-barriers shall be capable of moving from the position for lowering the barriers to the position for raising the barriers only when both the barriers are in the lowered position.

(6) A visual repeater with two positions shall be provided in the Knockmore Junction signalbox in the case of Maze Level Crossing and in the Moira signalbox in the case of Damhead Level Crossing. In one position the repeater shall show that the relay controlling the half-barriers is in the position for raising the half-barriers and that they are raised; and in the other position the repeater shall show that either the half-barriers or the controlling relay, or both, are in some other position. If the repeater remains in the latter position for more than 3 minutes, an audible alarm shall be given in the Knockmore Junction signalbox in the case of Maze Level Crossing and in the Moira signalbox in the case of Damhead Level Crossing.

(7) The two red lamps on each half-barrier referred to in paragraph (8) of the Second Schedule shall be lighted at all times except when both the half-barriers are in the raised position.

(8) Single power supply with standby batteries with sufficient capacity to operate the whole installation for 12 hours shall be provided.

(9) In the event of any failure in the equipment other than electric bulbs, the half-barriers shall descend. In such a case, the traffic signs shall be illuminated as soon as the barriers start to fall and shall remain illuminated until the failure has been rectified and the half-barriers have begun to rise. In the event of a failure of all the red flashing lights facing in any one direction during the warning period, or when the half-barriers are descending or are lowered both the half-barriers shall descend or remain lowered as the case may be.

(10) Each half-barrier shall be capable of being moved by hand.

EXPLANATORY NOTE

(This Note is not part of the Order but is intended to indicate its general purport.)

This Order provides for the provision and maintenance of a system of automatic barriers in lieu of manually operated crossing gates at the railway level crossings at Maze and Damhead, Co. Antrim.

This Order shall cease to have effect unless before the expiration of six months from 14th June 1967 it has been confirmed by a Resolution of each House of Parliament.

1967. No. 136 **[C]**

HOUSING

Housing Subsidy Order

ORDER, DATED 14TH JUNE 1967, MADE BY THE MINISTRY OF DEVELOPMENT, WITH THE APPROVAL OF THE MINISTRY OF FINANCE, UNDER SECTION 1 OF THE HOUSING (NO. 2) ACT (NORTHERN IRELAND) 1946.

The Ministry of Development (in this Order referred to as "the Ministry") with the approval of the Ministry of Finance, in exercise of the powers conferred on the Ministry by section 1 of the Housing (No. 2) Act (Northern Ireland) 1946(a), and of every other power enabling it in that behalf, hereby makes the following Order:—

1. This Order may be cited as the Housing Subsidy (Variation) Order (Northern Ireland) 1967 and shall be construed as one with the Housing Subsidy Order (Northern Ireland) 1962(b).

2. In its application to a housing scheme in respect of which the tender has been submitted for approval to the Ministry after 15th June 1967 the Housing Subsidy Order (Northern Ireland) 1962 shall be amended by substituting for the Schedule contained therein the Schedule to this Order.

Sealed with the Official Seal of the Ministry of Development for Northern Ireland this 14th day of June 1967.

(L.S.)

W. K. Fitzsimmons,
Minister of Development.

The Ministry of Finance hereby approves the foregoing Order.

Sealed with the Official Seal of the Ministry of Finance for Northern Ireland this 14th day of June 1967.

(L.S.)

H. V. Kirk,
Minister of Finance.

(a) 1946, c. 20. (b) S.R. & O. (N.I.) 1962, No. 238.