1972. No. 172

NORTHERN IRELAND RAILWAYS COMPANY LIMITED

Automatic Barriers at Level Crossings

THE NORTHERN IRELAND RAILWAYS (PUBLIC LEVEL CROSSINGS) ORDER (NORTHERN IRELAND) 1972

Made . . . . . 28*th July* 1972
Coming into operation . . 4*th September* 1972
To be laid before the Parliament of the United Kingdom under paragraph 4(5)(*b*) *of the Schedule to the Northern Ireland* (*Temporary Provisions*) *Act* 1972

The Ministry of Development on behalf of the Secretary of State and in exercise of the powers conferred on it by Section 66 of the Transport Act (Northern Ireland) 1967(**a**) and of every other power enabling it in that behalf hereby makes the following Order:—

1. This Order may be cited as the Northern Ireland Railways (Public Level Crossings) Order (Northern Ireland) 1972 and shall come into operation on 4th September 1972.

2. In this Order:—
"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.
"Ministry" means the Ministry of Development.

3. The railway undertaking shall at the level crossings specified in Schedule 1:—
(*a*) provide, maintain and operate the barriers, lights and automatic and other devices specified in Schedule 2;
(*b*) secure the provision, maintenance and operation by the appropriate road authority of the traffic signs as required by Schedule 2; and
(*c*) comply with the conditions and requirements specified in Schedule 2.

4. Where, in respect of any level crossing specified in Schedule 1, the barriers, lights and automatic and other devices and traffic signs referred to in Article 3 have been provided, and the conditions and requirements complied with, to the satisfaction of the Ministry, Section 47 of the Railways Clauses Consolidation Act 1845(**b**) and Section 6 of the Railways Clauses Act 1863(**c**) shall, while this Order remains in force, cease to apply to the level crossing from the date when the barriers are, with the approval of the Ministry, put into operation.

Sealed with the official seal of the Ministry of Development this 28th day of July 1972.

(L.S.)

John F. Irvine,
Deputy Secretary.

(**a**) 1967 c. 37 (N.I.).
(**b**) 8 & 9 Vict. c. 20.
(**c**) 26 & 27 Vict. c. 92.

SCHEDULE 1

Level Crossings	*Situated in*		*Connected with Signalbox at—*
	Townland of	*County of*	
Cookstown Junction	Drumsough	Antrim	Antrim
Cromore (Portstewart)	Ballyleese North	Londonderry	Coleraine
Galgorm	Galgorm	Antrim	Ballymena
Broughdone	Broughdone	Antrim	Cullybackey
Caldanagh	Caldanagh	Antrim	Dunloy
Glenlough	Glenlough	Antrim	Ballymoney
Killagan	Bellaghy	Antrim	Dunloy

SCHEDULE 2

PART I

General description 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. 4 ins. 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 the 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 amber steady light signals each consisting of a single lamp and two red flashing light signals each consisting of a pair of lamps all of a type approved as traffic signs by the Ministry 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 level 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 set 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 red 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. If, because of the height or position of any hedges, fences, walls or buildings, or the alignment of the road, the signals are not visible for a distance of not less than 100 feet along the carriageway in each direction, additional signals of the same type shall be provided in advance of the level crossing in a position to be approved by the Ministry. . . . . .

(10) The carriageway of the level crossing shall be not less than 18 feet wide and shall be marked on the level crossing between the stop lines laid down in conjunction with the signals with a double continuous white line and a boxed area such as are approved as traffic signs by the Ministry. The carriageway on either side of the level crossing for a distance of 120 feet measured from the stop lines shall be marked in accordance with directions given by the Ministry.

(11) The longitudinal profile of the centre line of the carriageway across the level crossing and for a distance of not less than 100 feet on each side shall conform to a vertical curvature of not less than 1,250 feet radius.

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

(13) The two edges of the carriageway where it passes over the level 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 level crossing. The cattle grids shall extend to the full width between the protecting fences on both sides of the railway.

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

(15) A traffic sign which when illuminated displays the words "Another Train Coming" shall be provided on each side of the level crossing and shall, when illuminated, be clearly visible to traffic on the carriageway approaching the level crossing. When not illuminated the sign shall show a blank face. The sign shall be of a size, colour and type prescribed in directions given by the Ministry and shall be placed on the off side of the level crossing as nearly as is reasonably practicable in line with each barrier.

(16) A telephone shall be provided adjacent to each pivot post and shall be connected to the appropriate signalbox indicated in the fourth column of Schedule 1. 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.

PART II

Conditions and requirements to be observed by the railway undertaking

(17) 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 level crossing.

(18) 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.

(19) The arrangements shall be such that when a train occupies a track circuit the amber traffic sign mentioned in paragraph (9) shall immediately be illuminated and shall remain so for not less than 5 seconds. The flashing traffic signs shall then operate and the bells sound for a warning period of not less than 8 seconds before the half-barriers begin to descend and shall continue during the descent of the half-barriers which shall occupy a further period of not less than 8 seconds. The bells shall thereupon cease to sound. A further period of not less than 16 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 (50 m.p.h. in the Up direction and 50 m.p.h. in the Down direction in respect of Cromore and 70 m.p.h. in the Up direction and 70 m.p.h. in the Down direction in respect of the other level crossings specified in Schedule 1) can reach the level crossing. The flashing 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. The arrangements shall incorporate a suitable device, approved by the Ministry's Inspector of Railways, to give a warning to the driver of an approaching train, other than by orthodox signal, of a stationary obstruction on the line at the level crossing.

(20) The half-barriers shall be raised as soon as a train has passed the level crossing. Provided that if another train is approaching the level crossing, the half-barriers shall only be raised if, before they start to descend again, they can remain fully raised for a period of not less than 22 seconds.

(21) If another train is in such a position that the half-barriers remain lowered after the passage of the first train the "Another Train Coming" sign referred to in paragraph (15) shall be illuminated and shall remain so illuminated until the latter train has passed over the level crossing.

(22) 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.

(23) A visual repeater with two positions shall be provided in the signalbox with which the level crossing is connected as indicated in the fourth column of Schedule 1. 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 appropriate signalbox.

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

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

(26) 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.

(27) 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 specified in Schedule 1.