

(a) State full particulars.	(3) Net annual value of house property or land	£	s.	d.
	(4) Interest or dividends on Stocks, Shares, Mortgages or other Securities or Bank Deposits (a)			
(b) State nature and particulars and where carried on.	(5) Profits or wages of any trade, business (including farming or husbandry), profession, office, employment or vocation, including overtime pay and bonus (if any), board, lodging, fuel or other benefits (b)			
	(6) Income or receipts from other sources either in money or in kind, including free maintenance received (if any)			
	TOTAL			

(c) State full particulars of charge, rate of interest, on what property charged, to whom payable, etc.	CHARGES ON INCOME (c):			Gross figures before deduction of Income Tax. £ s. d.
	Ground Rent			
	Interest on mortgage, loan debts, bank overdrafts			
	Other annual charge, if any			
	NOTE:—No deduction to be made on account of insurance premiums or Rates and Taxes or Land Purchase Annuity			
	TOTAL CHARGES	£		
	TOTAL LESS CHARGES	£		

Signature of Claimant.....

Pension No.....

Residence

*Strike out if inapplicable.

*Occupation.....

*Employer's name and address.....

Date.....

PETROLEUM SPIRIT.

Conveyance Regulations.

THE PETROLEUM-SPIRIT (CONVEYANCE) REGULATIONS (NORTHERN IRELAND), 1933, DATED 8TH MARCH, 1933, MADE BY THE MINISTER OF HOME AFFAIRS FOR NORTHERN IRELAND IN PURSUANCE OF SECTION 6 OF THE PETROLEUM (CONSOLIDATION) ACT (NORTHERN IRELAND), 1929 (20 GEO. 5. CH. 13).
1933. No. 27:

In pursuance of Section 6 of the Petroleum (Consolidation) Act (Northern Ireland), 1929, I hereby make the following Regulations for the conveyance of petroleum-spirit by road:—

- (A) PROVISIONS RELATING TO CONVEYANCE OF PETROLEUM-SPIRIT OTHERWISE THAN IN TANK WAGONS:
1. Any vehicle on which petroleum-spirit is conveyed shall be constructed strongly and with sides and back of adequate height, and shall be maintained in good condition.

Provided that in the case of a horse-drawn vehicle the foregoing requirement as to the sides and back of the vehicle shall not apply if the following conditions are observed, viz: (a) the load must be securely fastened to the vehicle; (b) all vessels of two gallons capacity and under must be packed in wooden cases.

The load shall be protected from sparks, lighted matches or fire from without by a cover, whether fixed or loose, of fire resisting material.

2.—(i) The petroleum-spirit shall be conveyed in strong metal vessels in good condition and securely closed so as to prevent leakage.

(ii) If empty vessels which have contained petroleum-spirit are carried on the same vehicle with petroleum-spirit, they shall be securely closed.

All vessels shall be so packed as not to project beyond the sides or back of the vehicle.

3. If the vehicle is mechanically-driven, the engine, which shall be of an internal combustion type, fuel tank and electric batteries shall be effectively screened from the body of the vehicle by a fire-resisting shield carried up above the height of the load and down to within twelve inches of the ground, and the exhaust shall be wholly in front of this shield.

Provided that—

- (1) The fuel tank of a vehicle other than an articulated vehicle may be behind the shield if,
 - (a) a fuel feed apparatus, placed in front of the shield is used to lift the contents from the fuel tank; and
 - (b) the fuel tank is protected from blows by the frame or by stout steel guards, and the filling hole cover is provided with a lock; and
- (2) The fuel tank of any vehicle may be behind the shield if the fuel used in the engine does not give off an inflammable vapour at a temperature of less than one hundred and fifty degrees Fahrenheit.*

If windows are provided in the shield they shall be fitted with wired glass.

A quick action cut-off valve shall be fitted to the fuel feed pipe in an easily accessible position, which shall be clearly marked.

Provided that in the event of the breakdown of any vehicle conveying petroleum-spirit, and of there not being any vehicle constructed in accordance with the requirements of this Regulation available within a reasonable time to replace it, it shall be permissible to use a vehicle not so constructed and fitted for the purpose of conveying the petroleum-spirit to its destination.

* The standard method for testing Flash Points of such fuels is given in "Standard Methods of Testing Petroleum and its Products," published by the Institution of Petroleum Technologists.

(B) PROVISIONS RELATING TO CONVEYANCE OF PETROLEUM SPIRIT IN TANK WAGONS.

4. A tank wagon used for the conveyance of petroleum-spirit shall be constructed in accordance with the provisions contained in the Schedule, and together with its connections and fittings shall be maintained in good condition.

5. The capacity of a tank wagon shall not, in any case, exceed 2,500 gallons, nor shall the capacity exceed 1,500 gallons, unless the general design of the vehicle used shall have been approved by order of the Minister of Home Affairs as suitable for the conveyance of quantities exceeding 1,500 gallons.

6. The filling and dipping pipes shall be kept securely closed at all times except during the operations of filling or emptying a tank wagon. Where the filling pipes are not provided with a liquid seal, the covers shall be kept locked at all times except during the operation of filling a tank wagon, and the keys shall not be carried on the wagon.

7. The space of not less than six inches required by paragraph 1 of the Schedule to be left between the fire-resisting shield and the end of the tank shall not be used to accommodate any equipment or other article.

8. During the filling or emptying of a tank wagon the following precautions shall be observed :—

- (i) If the wagon is mechanically-driven the engine shall be stopped the whole time the filling or emptying is proceeding and shall not be run until all tanks have been securely closed.
- (ii) If the wagon is horse-drawn, the horses shall be removed and the wheels securely scotched before the filling or emptying is begun.
- (iii) Adequate provision shall be made to prevent the accumulation of a dangerous static charge of electricity.
- (iv) The vehicle shall be constantly attended by a competent person.

9. Petroleum spirit in cans or other packages shall not be conveyed on any tank wagon used for the conveyance of petroleum-spirit unless it is so constructed (composite vehicle) as to comply with the conditions applicable to conveyance on wagons other than tank wagons as well as with the conditions applicable to conveyance on tank wagons.

(C) PROVISIONS OF GENERAL APPLICATION.

10. —(1) Every vehicle while engaged in the conveyance of petroleum-spirit by road, shall—

- (a) if the quantity exceeds 1,500 gallons or if it is being trailed by another vehicle, be constantly attended by at least two persons ; or

- (b) in any other case, be constantly attended by at least one person ;

Provided that, while any vehicle so engaged is halted on a highway, it shall not in any case be necessary for the vehicle to be constantly attended by more than one person.

(2) A vehicle so engaged as aforesaid shall, while halted elsewhere than on a highway, be exempt from the requirements of paragraph (1) of this Regulation if and so long as the vehicle is in some place for the time being approved for the purpose by the local authority empowered under the Petroleum (Consolidation) Act (Northern Ireland), 1929, to grant petroleum-spirit licences.

11. Trailers other than articulated vehicles.—(a) A trailer not exclusively used or intended to be used exclusively for conveying petroleum-spirit shall not be attached to any vehicle conveying petroleum-spirit ;

(b) A trailer conveying petroleum-spirit shall not be attached to any vehicle except to a motor tractor or to a vehicle used or intended to be used exclusively for conveying petroleum, and not more than one trailer shall be so attached. A trailer shall have two axles. The total quantity of petroleum and petroleum-spirit together conveyed shall not exceed 2,500 gallons.

(c) If a trailer conveying petroleum-spirit is attached to a vehicle conveying petroleum other than petroleum-spirit, the vehicle shall comply with all the provisions of these regulations relating to vehicles conveying petroleum-spirit.

(d) A trailer other than a tank trailer shall not be attached to a tank wagon. The capacity of a tank trailer shall not exceed 800 gallons, and no trailer shall be attached to a tank wagon of greater capacity than 1,500 gallons.

(e) A trailer conveying petroleum-spirit which is attached to a motor tractor shall be efficiently screened from the motor tractor by a fire resisting shield carried down to within 12 inches of the ground and upwards to the level of the top of the tank or load. In the case of a tractor being wider than the trailer, the shield shall be carried back to a distance of not less than two feet on each side unless the sides of the trailer themselves provide an efficient fire-resisting shield. The exhaust shall be wholly in front of the shield.

12. In these regulations the tank forming part of a tank wagon or tank trailer means one or more tanks on the same chassis and any limitation herein prescribed on the capacity of a tank shall be construed so as to permit of the tank containing the amount specified under varying degrees of temperature.

13. No fire or artificial light capable of igniting inflammable vapour shall be allowed on any vehicle or trailer conveying petroleum-spirit, nor shall any explosive substance or substance or article capable of causing fire or explosion be carried on such vehicle or trailer.

14. If electric lighting is employed on any vehicle, including a trailer or tractor used in the conveyance of petroleum-spirit, the following conditions shall be complied with :—

- (i) The pressure shall not exceed sixteen volts.
- (ii) The circuit shall be heavily insulated and shall be independent of the chassis, and the wiring shall be so fixed and protected as to reduce as far as possible risk of damage.
- (iii) The generator, battery, switches and fuzes shall be carried in front of the fire-resisting screen and the battery shall be in an easily accessible position.
- (iv) Means of cutting off the current close to the battery by a double pole switch or other suitable method shall be provided.

15. A supply of sand or other efficient means of extinguishing an outbreak of fire shall be carried in an easily accessible position on every vehicle conveying petroleum-spirit.

16. A person while on or attending to any vehicle or trailer conveying petroleum-spirit shall not smoke.

17. Petroleum-spirit shall not be conveyed on any public vehicle whilst carrying passengers.

18. All persons engaged in the loading, unloading or conveyance of petroleum-spirit shall observe all precautions necessary for preventing fire or explosion.

19. It shall be illegal on a highway to fill or replenish with petroleum-spirit the fuel tanks of mechanically-driven vehicles direct from vehicles carrying petroleum-spirit in bulk, except with the sanction of the local authority under the Act, and then only at such places and under such conditions as the local authority may approve.

Provided that, during such filling or replenishment of the fuel tank of any public vehicle used for the conveyance of passengers, no passenger shall be allowed to remain in the vehicle.

20. Care shall be taken to prevent any petroleum-spirit escaping into any drain or sewer.

21. The owner of a vehicle or trailer used for the conveyance of petroleum-spirit, who employs any person in connection with such conveyance, shall furnish a copy of these Regulations to, or affix a copy thereof in some place where it can be conveniently read by, any such person and shall take all other measures necessary to ensure that any such person is acquainted with and carries out the provisions of these Regulations.

22. If the vehicle is used for the hawking of petroleum-spirit and the petroleum-spirit is drawn off from any vessel in the course of such hawking the following conditions shall be observed :—

- (i) The quantity of petroleum-spirit conveyed at any one time shall not exceed twenty gallons.
- (ii) Any petroleum, other than petroleum-spirit, which is carried on the vehicle, shall for the purpose of these Regulations be deemed to be petroleum-spirit.

The delivery of petroleum-spirit to premises licensed under the Act shall not be deemed to be the hawking of petroleum-spirit for the purpose of this Regulation.

Regulations 3 and 14 shall not apply to a vehicle used in accordance with the foregoing conditions.

23. These Regulations shall not apply to the conveyance of petroleum-spirit on any vehicle for use only in the propulsion of that vehicle.

24. These Regulations shall not apply to the conveyance of petroleum-spirit on a vehicle (not being a tank wagon or a public vehicle used for the conveyance of passengers,* or a vehicle used for hawking of petroleum-spirit to which Regulation 22 applies) in a quantity not exceeding thirty gallons of petroleum-spirit in securely closed containers of a capacity not exceeding two gallons or in securely closed metal cans or drums of a capacity not exceeding ten gallons, or in a quantity not exceeding fifty gallons of petroleum-spirit contained in a single securely closed steel barrel.

25. The requirements of these Regulations shall be in addition to and not in derogation of any requirements of regulations made by the Minister of Home Affairs under powers conferred upon him by the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 and 1929 or any other Act.

26.—(i) It shall be the duty of every local authority having power to grant licences to keep petroleum-spirit to enforce within their district the provisions of these Regulations, and the owner of a vehicle used for the conveyance of petroleum-spirit or his employee shall provide all reasonable facilities to an authorised officer of such local authority for the purpose of ascertaining that the provisions of these Regulations are duly observed.

(ii) Every such local authority shall institute and carry on such proceedings in respect of breaches of the Regulations as may be necessary to secure the observance thereof; and an inspector appointed by the local authority for the purposes of the Petroleum (Consolidation) Act (Northern Ireland), 1929, may, if so authorised by the local authority institute and carry on any proceedings under the Regulations on behalf of the authority.

(iii) The expenses incurred by a local authority in the enforcement of the regulations shall be defrayed as part of the general

* *Note.*—It is recommended that in the case of a public service vehicle, the number of spare two-gallon tins carried exclusively for the use of the vehicle should not exceed ten, and that the tins whether full or empty should be securely closed. (See also article 44 of the Public Service Vehicle Regulations (N.I.) 1927. S.R. & O. (N.I. 1927. No. 86.)

expenses in the case of County Councils out of the poor rate and in the case of the Belfast County Borough Council out of the consolidated rate and in the case of other local authorities under the Public Health Acts.

27. If the Minister of Home Affairs is satisfied that in respect of any class of vehicle or any mode of conveyance any of the requirements of these Regulations may be safely suspended or relaxed, he may by Order authorise such suspension or relaxation for such period or under such conditions as he may think fit. Any such Order may be revoked by the Minister of Home Affairs at any time.

28. These Regulations may be cited as the Petroleum-Spirit (Conveyance) Regulations (Northern Ireland), 1933, and shall come into force on the first day of April, 1933, as from which date the Regulations made on 13th January, 1930, (a) shall be revoked.

(Signed),

R. Dawson Bates,
Minister of Home Affairs for
Northern Ireland.

Ministry of Home Affairs,
Stormont,
Belfast,
8th March, 1933.

Schedule.

(A) MECHANICALLY-DRIVEN ROAD TANK WAGONS AND TANK TRAILERS.

1. The vehicle, including the tank and fittings, shall be strongly constructed of fire-resisting materials. The engine, which shall be of an internal combustion type, fuel tank and electric batteries shall be effectively screened from the body of the vehicle by a fire resisting shield carried down to within 12 inches of the ground, and (a) to the top of the cab, and (b) unless the roof of the cab is of fire-resisting construction and is without an opening, to the level of the top of the tank. The exhaust shall be wholly in front of this shield.

Provided that—

(1) The fuel tank of a vehicle, other than an articulated vehicle, may be behind the shield if,

- (a) a fuel feed apparatus placed in front of the shield, is used to lift the contents from the fuel tank; and
- (b) the fuel tank is protected from blows by the frame or by stout steel guards, and the filling hole cover is provided with a lock; and

(2) The fuel tank of any vehicle may be behind the shield if the fuel used in the engine does not give off an inflammable vapour at a temperature of less than one hundred and fifty degrees Fahrenheit.*

If windows are provided in the shield they shall be fitted with wired glass.

A space of not less than six inches, which shall be left clear and unobstructed except for any part of the framework of the wagon shall intervene between the tank and the fire-resisting shield. The tank, if not a component part of the frame of the vehicle, shall be securely attached thereto; provided that in the case of a composite vehicle to which Regulation 9 applies a removable tank securely fastened to a cradle may be used.

A quick action cut-off valve shall be fitted to the fuel feed pipe in an easily accessible position.

* The standard method for testing Flash Points of such fuels is given in "Standard Methods of Testing Petroleum and its Products," published by the Institution of Petroleum Technologists.

(a) S.R. & O. (N.I.) 1930, No. 10.

2. The tank, if of more than 600 gallons capacity, shall be divided into self contained compartments, no one of which shall contain more than 600 gallons.

3. The draw-off pipes shall be fitted with internal valves in addition to strong and secure taps and screw caps; and the taps shall be (i) enclosed in a strong locked box of hard wood or other suitable material, or (ii) provided with locks, and protected against blows by the frame or by stout steel guards. All taps at the rear shall be protected by the rear cross member of the frame, protection being afforded also when necessary to the lower rear portion of the tank. Where a syphon system of emptying the tank is employed internal valves are not required. Provided that where the taps of a composite vehicle to which Regulation 9 applies do not project beyond the back of the vehicle, and are adequately protected from damage from collision the requirements as to taps shall not apply.

4.—(a) Each filling pipe shall be carried down nearly to the bottom of the tank and shall terminate in such a way as to provide at all times a liquid seal at the bottom of the pipe; or alternatively (b) the covers over the filling openings shall be provided with locks. Any openings in the filling pipes other than the orifices at the top and bottom shall be covered with fine wire gauze of not less than 28 meshes to the linear inch.

5. The dipping pipes shall be carried down to the bottom of the tank, and any openings in them other than the upper orifice shall be covered with fine wire gauze of not less than 28 meshes to the linear inch.

6. The ventilating openings, if separate from the dip pipes, shall be covered with fine wire gauze of not less than 28 meshes to the linear inch, protected by covers when not in use.

(B) HORSE-DRAWN ROAD TANK WAGONS.

7. The vehicle, including the tank and fittings, shall be strongly constructed and the tank shall be securely fastened to the body of the vehicle and shall, if of more than 600 gallons capacity, be divided into self-contained compartments, no one of which shall contain more than 600 gallons.

8. The draw-off pipes shall be fitted with internal valves in addition to strong and secure taps and screw caps; and the taps at the rear shall be enclosed in a strong locked box of hard wood or other suitable material.

9. The ventilating openings, if separate from the dip pipes, shall be covered with fine wire gauze of not less than 28 meshes to the linear inch, protected by covers when not in use.

EXEMPTION ORDER No. 1.

SPACE OF NOT LESS THAN SIX INCHES BETWEEN FIRE-RESISTING SHIELD AND END OF TANK.

1933. No. 76.

In pursuance of the powers conferred upon me by Regulation No. 27 of the Petroleum Spirit (Conveyance) Regulations (Northern Ireland), 1933, I, the Right Honourable Sir Richard Dawson Bates, Minister of Home Affairs for Northern Ireland, hereby relax the requirement contained in paragraph 1 (2) of the Schedule to the said Regulations that "a space of not less than six inches, which shall be left clear and unobstructed except for any part of the framework of the wagon, shall intervene between the tank and the fire-resisting shield," in the following respect:—

Where valances are used on any mechanically driven road tank wagon to screen the sides of the tank they may be extended across the said space, provided that:—

- (1) The ends of the valances shall be insulated from the fire-resisting shield by a layer of heat-resisting material; and