

**MOTOR VEHICLES AND ROAD TRAFFIC.***Lighting Regulations*; p. 225.*Motor Cars*:*Speed Regulations*, p. 231.*Silence Zones*:*Belfast*, p. 232.*Londonderry*, p. 233.**Lighting Regulations.**

REGULATIONS, DATED THE 19TH DAY OF MAY, 1938, MADE BY THE  
MINISTRY OF HOME AFFAIRS UNDER THE MOTOR VEHICLES AND  
ROAD TRAFFIC ACT (NORTHERN IRELAND), 1934.

1938. No. 64.

WHEREAS in pursuance of the powers vested in it by the Motor Vehicles and Road Traffic Act (Northern Ireland), 1934 (hereinafter referred to as "the Act"), the Ministry of Home Affairs for Northern Ireland (hereinafter referred to as "the Ministry"), made Regulations entitled The Road Vehicles Lighting Regulations (Northern Ireland), 1935, relative to the lighting of road vehicles and matters incidental thereto:

AND WHEREAS the Ministry made further Regulations amending the aforesaid regulations entitled The Road Vehicles Lighting (Amendment) Regulations (Northern Ireland), 1935:

AND WHEREAS it is expedient that the said regulations should be revoked and that further regulations should be made in manner hereinafter appearing:

NOW, THEREFORE, the Ministry of Home Affairs for Northern Ireland in exercise of the powers vested in it by the Motor Vehicles and Road Traffic Act (Northern Ireland), 1934, and of all other powers in that behalf enabling the said Ministry hereby makes the following Regulations:—

1.—(1) These Regulations may be cited as "The Road Vehicles Lighting Regulations (Northern Ireland), 1938," and save as hereinafter provided shall come into operation forthwith.

Commencement of Regulations.

(2) The Road Vehicles Lighting Regulations (Northern Ireland), 1935, and The Road Vehicles Lighting (Amendment) Regulations (Northern Ireland), 1935, are hereby revoked.

Repeals.

2.—Nothing in these Regulations shall—

(a) affect the operation prior to the date hereof of the Regulations hereby revoked or anything done or suffered under those Regulations, or

- (b) affect any right, privilege, obligation or liability acquired, accrued, or incurred under those Regulations, or
- (c) affect any fine or punishment incurred in respect of a breach of those Regulations, or
- (d) affect any legal proceedings or remedy in respect of any such right, privilege, obligation, liability, fine or punishment, and any such legal proceeding or remedy may be instituted, continued or enforced and any such fine or punishment may be imposed as if these Regulations had not been made.

## Definition.

3.—For the purpose of these Regulations the expression “ omnibus ” means a mechanically-propelled vehicle (other than a tramcar) used in standing or plying for hire, or used to carry passengers for hire, and seating more than eight persons in addition to the driver thereof.

## Exemption.

4.—These Regulations shall not apply to any motor vehicle brought temporarily into Northern Ireland by a person resident outside the United Kingdom of Great Britain and Northern Ireland and intending only to make a temporary stay in Northern Ireland while the said vehicle is being used by such person during his stay, provided that such vehicle complies in every respect with the requirements of Paragraphs IV, V, VI and VII of Article 3 of the International Convention relative to Motor Traffic concluded at Paris on the 24th day of April, 1926.

## Interpretation.

5.—The Interpretation Act, 1889, as applied to Northern Ireland by the Interpretation Act, 1921, applies for the purpose of the interpretation of these Regulations as it applies for the purpose of the interpretation of an Act of Parliament.

## Position of front lamps.

6.—Every lamp showing to the front a white light required to be carried on any vehicle under the Act and these Regulations (such lamps being hereinafter in these Regulations referred to as “ obligatory front lamps ”) shall—

- (a) on and after the 1st September, 1938, be fixed so that the centre of the lamp is at a height not exceeding 5 feet from the ground; provided that in the case of a vehicle drawn by two or more horses or other animals the lamp may be fixed so that the centre of the lamp is at a height not exceeding 5 feet 9 inches from the ground;
- (b) except in the case of a bicycle, whether propelled by mechanical power or not, be so fixed that no part of the vehicle or its equipment (exclusive of the driving mirror

and of any direction indicator when in operation) extends laterally on the same side as the lamp more than 12 inches beyond the centre of the lamp; and

- (c) in the case of vehicles drawn by horses or other animals be so fixed that the centre of the lamp is not in the case of such a vehicle having only one axle in the rear of that axle, and in the case of such a vehicle (other than a brougham) having more than one axle more than 1 foot 6 inches behind the front axle when the front axle and the rear axle are parallel.

7.—Where two obligatory front lamps are carried on any vehicle they shall be fixed on opposite sides of the vehicle, and, except in the case of a bicycle having a sidecar attached thereto, be as nearly as possible of the same power and be fixed at the same height from the ground.

8.—(1) Save as provided in paragraph (3) hereof and except in the case of a pedal cycle the provisions of this Regulation shall apply—

Character  
of front  
lamps.

- (a) on and after the 1st September, 1939, to every lamp the light of which is derived from an acetylene burner;
- (b) on and after the 1st September, 1938, to every lamp the light of which is derived from an electric bulb carried on any vehicle.

(2) No lamp showing a light to the front shall be used on any vehicle unless such lamp is so constructed, fitted and maintained that the beam of light emitted therefrom—

- (i) is permanently deflected downwards to such an extent that it is at all times incapable of dazzling any person standing on the same horizontal plane as the vehicle at a greater distance than 25 feet from the lamp whose eye level is not less than 3 feet 6 inches above that plane; or
- (ii) can be deflected downwards or both downwards and to the left at the will of the driver in such manner as to render it incapable of dazzling any such person in the circumstances aforesaid; or
- (iii) can be extinguished by the operation of a device which at the same time causes a beam of light to be emitted from the lamp which complies with sub-paragraph (i) of this paragraph; or
- (iv) can be extinguished by the operation of a device which at the same time either deflects the beam of light from another lamp downwards or both downwards and to the left in such manner as to render it incapable of dazzling any such

person in the circumstances aforesaid or brings into or leaves in operation a lamp or lamps (other than the obligatory front lamps) which complies or comply with subparagraph (i) of this paragraph.

(3) This Regulation shall not apply to any lamp fitted with an electric bulb, if the power of the bulb does not exceed 7 watts and the lamp is fitted with frosted glass or other material which has the effect of diffusing the light.

**Markings.**

**9.**—On and after the 1st September, 1938, every bulb used in an electric lamp showing a light to the front fitted to any motor vehicle shall have the wattage thereof indelibly marked upon the glass or the metal cap thereof in a readily legible manner.

**Extinguishment when stationary.**

**10.**—No electric bulb of a power exceeding 7 watts in any lamp showing a light to the front fitted to any vehicle shall be kept illuminated while such vehicle is stationary on any road :

Provided that this Regulation shall not apply—

(a) to lamps used—

(i) on any vehicle during an enforced stoppage of the vehicle;

(ii) on any omnibus when stopping to pick up or set down passengers;

(iii) for the interior illumination of any vehicle;

(iv) on break-down vehicles or tower wagons when in use for the special purpose for which they are intended;

(b) to searchlights or other special lamps fitted to any vehicle used for naval, military, air force, police or fire brigade purposes.

**Rear lamp.**

**11.**—Save where in accordance with the provisions of the Act and these Regulations, a separate lamp showing a red light to the rear is not carried on any vehicle, the lamp showing to the rear a red light required to be carried on any vehicle under the Act and these Regulations shall be so fixed that it is either on the centre line or on the off-side of the vehicle, and so that no part of the vehicle projects at any time to the rear more than 2 feet measured horizontally beyond such lamp.

**Additional reflector and white surface.**

**12.**—As from the 1st September, 1938, no lamp showing to the rear a red light in pursuance of the requirements of Section 30 of the Act shall be fixed to any vehicle so that its centre is at a height exceeding 3 feet 6 inches from the ground unless, in addition to such lamp, there is also fixed to the vehicle so that their centres are at a height not exceeding 3 feet 6 inches from the ground a red reflector and a white surface, which comply in all respects with the requirements of Regulation 15 hereof.

**13.**—(1) In the case of a vehicle drawn or propelled by hand only one lamp showing a white light to the front shall be required to be carried, which lamp shall be attached to the off-side of the vehicle. Vehicles drawn or propelled by hand.

(2) A separate lamp showing a red light to the rear shall not be required to be carried on a vehicle drawn or propelled by hand if an unobscured and efficient red reflector is carried.

**14.**—Every vehicle when actually in use for the conveyance of a fire-escape shall, provided that the lamp carried on such vehicle and showing a red light to the rear in accordance with the provisions of the Act is not obscured by the fire-escape (or any part thereof or attachment thereto) when in its normal position on the vehicle for the purpose of conveyance, be exempted from the requirements of sub-section (b) of Section 36 of the Act. Fire-escape.

**15.**—Every red reflector carried on any vehicle in pursuance of the provisions of the Act and these Regulations shall comply in all respects with the following conditions:— Red reflector.

(a) The reflector shall be constructed so that, if placed 100 feet away from and squarely facing a source of light throwing a beam of white light of 2,000 candle power in the direction of the reflector the reflector when turned in any direction through an angle not exceeding  $22\frac{1}{2}$  degrees shall reflect a beam of red light of not less than one-thousandth of a candle power in any direction making an angle not greater than 3 degrees with an imaginary line connecting the reflector and the source of light aforesaid.

(b) The aperture (or, if more than one, each aperture) of the frame of the reflector if circular shall have a diameter of not less than  $1\frac{1}{4}$  inches, and if not circular shall be of such a size that a circle of  $1\frac{1}{4}$  inches diameter may be inscribed therein.

(c) The reflector shall be attached to the vehicle at any time during which it is used on a public road during the hours of darkness, and, in addition to the reflector, there shall be attached to, or carried on the vehicle in close proximity to the reflector or so as to form a background thereto and facing to the rear, an unobscured white surface, which— White background for reflector.

(1) in the case of a bicycle or a tricycle not propelled by mechanical power shall have an unobscured area of not less than 12 square inches, and

(2) in the case of a vehicle drawn by a horse or other animal or drawn or propelled by hand shall have an unobscured area of not less than 36 square inches.

(3) every white surface so attached or carried as aforesaid shall be maintained in a clean condition and shall

be fixed so that no part of the vehicle projects more than 20 inches to the rear of any part of such white surface :

provided that in the case of a bicycle or tricycle not propelled by mechanical power—

- (i) not less than six square inches of the white surface shall be on the off-side of the centre line of the vehicle ; and
  - (ii) not less than six square inches of the white surface shall be over ten inches above the ground :
- (4) for the purpose of this part of this Regulation "white" shall include the colour of polished aluminium or chromium plating.

Manner of fixing reflector.

(d) The reflector shall be fixed securely to the vehicle—

- (1) in a vertical position and facing squarely to the rear ;
- (2) not less than 15 inches above the ground and either on the centre line or on the off-side of the vehicle ; and
- (3) so that no part of the vehicle projects more than 20 inches to the rear of the reflector, provided that in the case of a vehicle drawn by a horse or other animal the reflector shall be fixed to the vehicle not more than four feet nor less than fifteen inches above the ground, and on the off or right side of the vehicle ;

provided also that in the case of such a vehicle having four wheels it may be fixed on the rear axle not less than sixteen inches nor more than twenty inches from the inside face of the nave of the off-side rear wheel.

(e) The reflector shall be maintained in a clean and efficient condition.

Swivelling and deflecting lamps.

**16.**—It shall not be lawful for a vehicle to carry any light capable of being moved by swivelling, deflecting or otherwise while the vehicle is in motion except the following :—

- (a) a dipping head light ;
- (b) a light for use in case of fog ;
- (c) not more than two lamps showing a light to the front so fitted that the beam of light emitted from any such lamp may be deflected to either side, provided that—
  - (1) the lateral deflection shall be dependent on the movement of the front wheels of the vehicle when they are turned for the purpose of steering the vehicle, though

the angle through which the beam of light may be deflected need not be the same as the angle through which the wheels are turned, and

- (2) the centre of any such lamp shall be not more than 3 feet 3 inches above the ground.

17.—The driver of a vehicle shall not, during the hours of darkness, allow the vehicle to stand otherwise than on the left or near side of a road having regard to the direction in which the vehicle was proceeding immediately before being brought to rest or to stand in such a position that the light from the front lamps thereof is likely to be a source of danger to other traffic using the road.

Vehicle to stand only on near side of a road.

18.—The County Inspector of the Royal Ulster Constabulary in any County, and the City Commissioner of Police in Belfast, if satisfied that any place within such area specially set aside for the parking of vehicles is adequately lighted, may, in cases where it would otherwise be necessary for vehicles standing on such parking place to show lights in accordance with the Act and these Regulations, give his consent to the use of such parking place for the parking of vehicles without lights, and it shall not be necessary for vehicles standing on any parking place in respect of which such consent has been given to show any light.

Lights in parking places.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 19th day of May, One Thousand Nine Hundred and Thirty-eight, in the presence of—

(L.S.)

A. ROBINSON,

Assistant Secretary.

### Motor Cars: Speed Regulations.

THE MOTOR CARS (SPEED) REGULATIONS, 1938,  
DATED THE 3RD DAY OF FEBRUARY, 1938.

1938. No 7.

WHEREAS the Ministry of Home Affairs for Northern Ireland in exercise of the powers vested in it by the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1934, made regulations on the 20th day of February, 1935, entitled the Motor Cars (Speed) Regulations, 1935 (hereinafter referred to as the principal regulations).

AND WHEREAS it is expedient to amend the principal regulations in manner hereinafter appearing.