

1968. No. 180

[C]

**NORTHERN IRELAND RAILWAYS COMPANY LIMITED****Manned Barriers at Level Crossings**

ORDER\*, DATED 3RD JULY 1968, MADE BY THE MINISTRY OF DEVELOPMENT UNDER SECTION 66 OF THE TRANSPORT ACT (NORTHERN IRELAND) 1967.

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

1. This Order may be cited as the Northern Ireland Railways (Castlerock Level Crossing) Order 1968.

2. In this Order:—

The "Company" means the Northern Ireland Railways Company Limited; "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 crossing referred to in Schedule 1 being a level crossing at which a public carriage road is crossed on the level by a railway of the Company.

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

(1) The Company shall provide at the level crossing and shall maintain and operate so long as this Order continues in force, the barriers, lights and other devices specified in Schedule 2.

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

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

5. The Company shall give notice in writing to the Ministry as soon as the works referred to in Article 4 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 3rd day of July 1968.

(L.S.)

*W. F. Stout,*  
Secretary.

(a) 1967. c. 37 (N.I.).

(c) 26 & 27 Vict. c. 92.

(b) 8 & 9 Vict. c. 20.

\*The above Order was confirmed by Resolutions of the House of Commons on the 24th day of July 1968 and of the Senate on the 30th day of July 1968

## SCHEDULE 1

Castlerock Public Road Level Crossing situated in the Townland of Bogtown

## SCHEDULE 2

## Particulars of Barriers, Lights and Traffic Signs

- (1) Four half-barriers shall be provided, two on each side of the railway. The barriers shall be pivoted on both sides of the carriageway and shall be capable of being raised and lowered across the road. When lowered the barriers shall extend across the full width of the carriageway and shall be as nearly as is reasonably practicable at right angles to the centre line of the carriageway.
- (2) Each half-barrier shall be of light construction and shall be so counterweighted that if it becomes disconnected from its operating mechanism it will remain balanced.
- (3) When the barriers are lowered their undersides shall not be less than 2 ft. 9 ins. and not more than 3 ft. 3 ins. above the road at the centre of the carriageway.
- (4) The barriers shall be fitted with skirts of light construction so arranged that when the barriers are fully lowered they fence in the space between the barriers and the surface of the carriageway.
- (5) When raised the 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 its attachments which is less than 16 ft. 7 ins. above the level of the carriageway shall be horizontally displaced from the carriageway by less than 1 ft. 6 ins.
- (6) 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.
- (7) The barriers and skirts when fully lowered shall display on both the front and back faces alternate red and white vertical stripes 2 ft. wide.
- (8) A red circular target 18 ins. in diameter shall be provided at the centre of each barrier and the targets shall face outwards from the crossing.
- (9) The barriers shall be provided on the side facing outwards from the crossing with red reflecting material. The targets also shall be provided with red reflecting material.
- (10) Three 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 ins. of the tip and the other two spaced equally along the length of the barrier.
- (11) A red flashing light signal consisting of a pair of lamps approved as traffic signs by the Ministry of Home Affairs shall be provided adjacent to each nearside pivot post. They shall face along the carriageway in opposite directions. The beams of the lamps shall be capable of adjustment.
- (12) The level crossing shall be protected by signals on the railway forming part of the signalling operated from Castlerock signal box. The arrangements shall be such that it shall not be possible to raise the barriers from their position across the carriageway unless the protecting signals are at danger and that while the barriers are raised it shall not be possible to clear the signals.
- (13) The carriageway of the crossing shall be 27 ft. 0 ins. wide with an 8 ft. 0 ins. footpath on either side thus the total width of the crossing shall be 43 ft. 0 ins. The carriageway 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.
- (14) The general lighting of the crossing shall be maintained to the same standard as the lighting of the carriageway at the approaches to the crossing.

## SCHEDULE 3

**Conditions and Requirements to be observed by the Company**

- (1) The barriers shall be operated by a signalman in the signal box. The control shall be such that the movement of the barriers may be stopped or reversed at any time.
- (2) The 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 electric lamps referred to in paragraph (10) of Schedule 2 shall be lighted at all times except when the barriers are in the raised position.
- (4) The traffic signs referred to in paragraph (11) of Schedule 2 shall be illuminated in normal operation 6 to 8 seconds before any of the half-barriers begin to descend. They shall remain illuminated until the barriers have begun to rise and shall be extinguished before the barriers have risen to an angle of 10 degrees above the horizontal. If, at any time, any barriers should fail to rise from the lowered position all the traffic signs shall remain illuminated.

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**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 manually controlled half-barriers in lieu of gates at the railway level crossing at Castle-rock, Co. Londonderry.