were paid as an exempt person in the case of any person being a man who, having ceased to be an exempt person, became an employed contributor during the period for which, by virtue of the Contributory Pensions (Exempt Persons) Regulations (Northern Ireland), 1930, he is deemed to continue to be an insured person for the purposes of the Widows', Orphans' and Old Age Contributory Pensions Acts (Northern Ireland), 1925 and 1929.

Given under the Official Seal of the National Health Insurance Joint Committee this 28th day of October in the year one thousand nine hundred and thirty.

(Signed), *Kenneth Curtis,*
Acting Secretary to the National Health Insurance Joint Committee.

Given under the Official Seal of the Ministry of Labour for Northern Ireland this 28th day of October in the year one thousand nine hundred and thirty.

(Signed), *John S. Godden,*
Assistant Secretary to the Ministry of Labour for Northern Ireland.

Given under the Official Seal of the Ministry of Finance for Northern Ireland this 28th day of October in the year one thousand nine hundred and thirty.

(Signed), *G. C. Duggan,*
Assistant Secretary to the Ministry of Finance for Northern Ireland.

PETROLEUM.

Carriage and Storage of Petroleum, p. 313.
Extension of Petroleum Act to other Substances, p. 324.
Keeping and use of Petroleum Spirit, p. 328.

Carriage and Storage of Petroleum.

Bisulphide of Carbon (Conveyance) Regulations.

THE BISULPHIDE OF CARBON (CONVEYANCE) REGULATIONS (NORTHERN IRELAND), DATED 19TH MAY, 1930, 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, C. 13) AS APPLIED BY ORDER IN COUNCIL OF NORTHERN IRELAND DATED THE 6TH MAY, 1930, (*a*).

1930. No. 66.

In pursuance of Section 6 of the Petroleum (Consolidation) Act (Northern Ireland), 1929, as applied by Order in Council of

(*a*) S. R. & O., N. Ireland, 1930 (No. 53).

Northern Ireland, dated the 6th May, 1930, I hereby make the following regulations for the conveyance of Bisulphide of Carbon by road :—

1. Bisulphide of carbon shall not be conveyed except :—

(*a*) In steel or iron containers each of a capacity not exceeding 50 gallons, constructed in accordance with the specification contained in the First Schedule, maintained in good condition and securely closed so as to prevent leakage, or

(*b*) In luted and tied-over stoppered bottles, each containing not more than 7 lbs., securely packed in strong wooden cases in sawdust, kieselguhr, or other suitable material. Each bottle shall be separated from other bottles by wooden partitions and the total weight of bisulphide of carbon in any one case shall not exceed 30 lbs., or

(*c*) In tank wagons, subject to the provisions of these regulations.

(A)—*Provisions relating to Conveyance of Bisulphide of Carbon otherwise than in Tank Wagons.*

2. Containers and cases containing bottles shall be packed so as not to project beyond the sides and ends of the vehicle.

3. Containers shall be loaded and carried bung uppermost. Where the position of the bung renders it necessary for containers such as barrels or drums to be carried on their sides in order that the bung may be uppermost, each container shall, unless packed in a strong wooden perforated case or crate, be carried on a cradle or on runners fixed to the floor of the vehicle. The load shall be secured to the vehicle by ropes or otherwise, unless sides and back of adequate height are provided.

4. Containers, bottles, and cases containing bottles shall be legibly marked or labelled with the words " Bisulphide of Carbon, Highly Inflammable," together with the name and address of the sender.

5. When containers are filled, allowance shall be made for an air space of at least 7½ per cent.

(B)—*Provisions relating to Conveyance of Bisulphide of Carbon in Tank Wagons.*

6. A tank wagon used for the conveyance of bisulphide of carbon shall be constructed in accordance with the provisions contained in the Second Schedule to these regulations, and

together with its connections and fittings shall be maintained in good condition.

7. The capacity of a tank wagon shall not exceed 1,000 gallons. The foregoing limitation on the capacity of a tank wagon shall be construed so as to permit of the tank containing the amount specified under varying conditions of temperature. Trailers shall not be employed with tank wagons.

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.

9. Bisulphide of carbon in cans or other packages shall not be conveyed on any tank wagon used for the conveyance of bisulphide of carbon.

10. If electric lighting is employed on any tank wagon conveying bisulphide of carbon, the following conditions shall be complied with :—

(i) The pressure shall not exceed fourteen volts.

(ii) The circuit shall be heavily insulated from 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 when fitted 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.

11. The tank of any tank wagon conveying bisulphide of carbon shall be legibly marked with the words " Bisulphide of Carbon, Highly Inflammable."

(C)—*Provisions of General Application.*

12. No fire or artificial light capable of igniting inflammable vapour shall be allowed on any vehicle conveying bisulphide of carbon, nor shall any explosive substance or substance or article capable of causing fire or explosion be carried on such vehicle.

This regulation shall not apply to petroleum spirit carried for use in the propulsion of a mechanically-driven vehicle.

13. 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 bisulphide of carbon.

14. A person while on or attending to any vehicle conveying bisulphide or carbon shall not smoke.

15. Bisulphide of carbon shall not be conveyed on any public vehicle whilst carrying passengers.

16. All persons engaged in the loading, unloading or conveyance of bisulphide of carbon shall observe all precautions necessary for preventing fire or explosion.

17.—(*a*) The owner of a vehicle used for the conveyance of bisulphide of carbon, 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.

(*b*) No person shall deliver or cause to be delivered any bisulphide of carbon to any carrier for the purpose of conveyance by road :—

(i) unless he shall, with a view to ensure that these regulations are brought to the notice of the carrier, have delivered to such carrier a copy thereof ;

(ii) unless such carrier is in possession of, or has available for use, such vehicles and equipment as are or may be adequate and necessary for the purpose of fulfilling the requirements of Regulations 2 and 3, or of complying with the provisions relating to the conveyance of bisulphide of carbon in tank wagons ;

(iii) unless where a tank wagon is not employed he delivers the bisulphide of carbon or causes it to be delivered, as the case may be, to the carrier in such a state as to comply with the requirements of Regulations 1 (*a*) or 1 (*b*), and Regulations 4 and 5.

18. These regulations shall not apply to the conveyance of bisulphide of carbon on a vehicle (not being a tank wagon) when the weight does not exceed 14 lbs. Provided that the weight of bisulphide of carbon in any one container other than a metal container shall not exceed 7 lbs.

19.—(i) In the event of any breach of any of the foregoing regulations :—

(*a*) The person committing the breach shall be liable to a penalty not exceeding in the case of a first offence £10, and in the case of a second, or any subsequent offence, £20, and to a further penalty not exceeding £10 for each day during which the breach continues.

(*b*) The bisulphide of carbon in respect of which, or being in the vehicle in respect of which, the breach is committed, may be forfeited.

(ii) If any person attempts to commit any breach of these regulations he shall, without prejudice to any other liability, be liable to the same punishment and forfeiture as if he had committed a breach of the regulations.

20. These Regulations may be referred to as the Bisulphide of Carbon (Conveyance) Regulations (Northern Ireland), 1930.

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

Ministry of Home Affairs (N.I.),
Belfast,
19th May, 1930.

FIRST SCHEDULE.

SPECIFICATION OF IRON OR STEEL CONTAINERS.

A.—*Containers up to 1 Gallon Capacity.*

1. Containers shall be made of iron or mild steel with strongly constructed seams. Each container shall be provided with a screw bung with leather washer or faced joint. Containers shall be galvanised or painted externally.

B.—*Containers of 1 Gallon to 50 Gallons Capacity.*

2. Containers shall be made of iron or mild steel, of not less than the following thicknesses :—

Capacity.	Body.	Ends.
1 to 9 gallons.	14 B.G.	14 B.G.
10 to 29 gallons	12 B.G. (2.517 mm.)	10 B.G. (3.175 mm.).
30 to 50 gallons	9 B.G. (3.551 mm.)	7 B.G. (4.480 mm.).

The bodies of barrels of ten gallons capacity and upwards, after rolling in process of manufacture, shall not be reduced in thickness in any part by more than one-tenth of the original thickness of the plate.

3. All seams shall be welded or riveted and sweated with lead so as to make a solid joint. The pitch of the rivets shall not exceed one inch.

4. Drums shall be strengthened and protected at each end by a strong iron or steel chime-hoop welded or riveted on to the body of the drum. Drums exceeding 25 gallons capacity shall have two solid rolling hoops welded or securely shrunk on to the body of the drum ; these hoops shall project sufficiently to protect the bung from damage when the drum is rolled.

5. Barrels shall have a bilge of not less than one-fifteenth of their length. The chime at each end shall consist of the body of the barrel, the flange of the end and an inner and outer chime-hoop, strongly and durably welded together. The bung shall be as nearly as possible flush with the outside of the body.

6. Each container shall be provided with a boss, welded or riveted and sweated to the body or end of the container. The boss shall be closed by a well-fitting wrought-iron or forged-steel screw bung with leather washer. In the case of drums of ten-gallon capacity and under, a faced joint made tight with soap may be used instead of the leather washer.

7. Each container shall be capable of standing a hydraulic pressure of 20 lb. per square inch without sign of injury or leakage.

8. Containers shall be galvanised or painted externally.

SECOND SCHEDULE.

A.—*Mechanically-driven Road Tank Wagons.*

1. The vehicle, including the tank and fittings, shall be strongly constructed of fire-resisting materials and shall be maintained in thoroughly good condition. The engine and fuel tank shall be effectively screened from the tank by a fire-resisting shield carried up above the top of the tank and down to within twelve inches of the ground, and the exhaust shall be wholly in front of this shield. The tank shall be securely fastened to the frame of the vehicle. 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.

B.—*Horse-Drawn Road Tank Wagons.*

2. The vehicle, including the tank and fittings, shall be strongly constructed and the tank shall be securely fastened to the body of the vehicle.

General Provisions.

3. The tank, if of more than 500 gallons capacity, shall be divided into self-contained compartments, no one of which shall contain more than five hundred gallons.

4. Discharge valves shall be fitted only at the top of the tank and discharge shall be by the pressure of an inert gas or of water. The valve for the attachment of the pressure pipe shall be fitted with a cover, which shall be kept closed and locked except during the operation of emptying the tank, and the keys shall be retained by a responsible person.

5. The filling and discharge pipes shall be carried down nearly to the bottom of the tank and shall each terminate in such a way as to provide at all times a liquid seal at the bottom of the pipe.

6. 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.

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

Petroleum Spirit (Conveyance) Regulations.

THE PETROLEUM SPIRIT (CONVEYANCE) REGULATIONS (NORTHERN IRELAND), 1930, DATED 13TH JANUARY, 1930, 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).

1930. No. 10.

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:—