(iii) LOCOMOTIVES

The Coal Mines (Locomotives) General Regulations, 1949

1949 No. 530

Made - - - - 24*th March*, 1949
Laid before Parliament 24*th March*, 1949
Coming into Operation 1*st May*, 1949

ARRANGEMENT OF REGULATIONS

PART	I	Amendment of Part II of the Act	Regulations 1 and 2
PART	II	Amendment of the General Regulations	Regulation 3
PART	III	Design of locomotives and selection of roads	Regulations 4 to 10
PART	IV	Ventilation	Regulations 11 to 16
PART	V	Working of locomotives and engines	Regulations 17 to 26
PART	VI	Additional provisions—diesel locomotives	Regulations 27 to 33
PART	VII	Additional provisions—storage battery locomotives	Regulations 34 to 36
PART	VIII	Miscellaneous	Regulations 37 to 40

The Minister of Fuel and Power in exercise of the powers conferred upon him by section eighty-six of the Coal Mines Act, 1911, (in these Regulations referred to respectively as " the Minister " and " the Act ") and of all other powers him enabling, hereby orders that the following Regulations shall have effect:— 1 & 2 Geo. 5. c. 50.

PART I

Amendment of Part II of the Act

1. In subsection (4) of section forty-two of the Act (which provides that a main return airway which is found normally to contain more than one half per centum of inflammable gas shall not, subject to an exception, be used for the haulage of coal) there shall be substituted for the word " except " the words " except with the consent of the Minister of Fuel and Power or ". As to section 42(4).

2. The following section shall be substituted for section fifty-eight of the Act (which restricts the introduction underground in coal mines of internal combustion engines), that is to say:— As to section 58.

" 58.—(1) No locomotive or other vehicle for which motive power is supplied by an internal combustion engine, compressed air or electric power shall be used below ground in any mine otherwise than in accordance with the regulations of the mine.

(2) Save as provided in the foregoing subsection, no internal combustion engine shall be used below ground in any mine except with the consent of the Minister of Fuel and Power and subject to any conditions imposed by him."

PART II

Amendment of the General Regulations

As to regulation 136.

3. Regulation one hundred and thirty-six of the General Regulations (which makes provision regarding electric locomotives) is hereby revoked; so however that any consent given under paragraph (*b*) thereof by the Secretary of State, the Secretary for Mines or the Minister shall be deemed to be a consent given by an inspector of a division in pursuance of the next following regulation.

PART III

Design of locomotives and selection of roads

Use of locomotives with consent of inspector of division.

4.—(1) No locomotive for which motive power is supplied by electric power on the trolley wire system, or by any internal combustion engine other than a diesel engine, shall be used in any mine except with the consent of the Minister; but, save as aforesaid, and subject to the provisions of these Regulations, any locomotive mentioned in subsection (1) of section fifty-eight of the Act may be so used with the consent of the Inspector of the Division.

(2) Where any consent of an inspector of a division under the foregoing paragraph is withheld, or where such a consent is after being granted withdrawn, the manager may refer the matter to be determined in manner provided under the Act for settling disputes.

Design of locomotives.

5.—(1) No locomotive shall be used in any mine unless it is constructed in accordance with the provisions of this regulation.

(2) The locomotive and each of its accessories shall, so far as practicable, be so constructed of non-inflammable material that no risk of fire is created; and any inflammable material shall, unless the Minister approves otherwise, be shrouded with a substantial metallic covering.

(3) If motive power is supplied by an internal combustion engine, effective provision shall be made so that:—

(*a*) air entering the engine is cleaned;

(*b*) exhaust gases are cooled and diluted; and

(*c*) the emission of flame or sparks is prevented.

(4) In any mine or part of a mine in which safety lamps are required by the Act or the regulations of the mine to be used (otherwise than in an intake airway more than three hundred yards from the face) any locomotive shall, in so far as concerns the matters aforesaid, and the construction of the locomotive to prevent the ignition of inflammable gas present in the air, be of a type approved by the Minister.

Storage batteries.

6. That part of every storage battery locomotive in which the battery is carried shall be so designed and constructed as to resist rough usage and to be properly ventilated.

Braking system and fittings.

7. Every locomotive used in any mine shall be provided with:—

(*a*) a braking system which can, whether or not any other device for applying the brakes is fitted, be applied by direct mechanical action;

(*b*) means for applying sand to the rails;

(*c*) unless the locomotive cannot develop more than twenty-five horse power and cannot on a level road exceed a speed of eight miles per hour, or was in use before the date of the coming into operation of these Regulations and cannot reasonably be so provided, a combined speed and milage indicator so placed as to be readily seen by the driver;

(*d*) a headlight capable of showing any obstruction in the road ahead within two hundred feet of the locomotive:

Provided that where any locomotive in use at the date aforesaid had before that date been equipped with a headlight, that locomotive may with the consent of the Inspector of the Division be used as so equipped;

(*e*) an adequate warning signal;

(*f*) a suitable portable fire extinguisher;

(*g*) a seat for the driver; and such an arrangement of the controls that the driver can see ahead without leaning out of the locomotive;

(*h*) a portable lamp for use in emergency.

8. No locomotive shall be used where the gradient exceeds one in fifteen. **Gradients.**

9.—(1) The provisions of this regulation shall apply to any road in which a locomotive is used, so however that the Inspector of the Division may grant exemption from any of them where compliance is not reasonably practicable or not requisite for safety. **Construction of rail tracks and clearances.**

(2) The track shall be ballasted, and where necessary drained.

(3) The weight of rail per yard of rail shall not be less:—

(*a*) if the road is used only for the carriage or haulage of stores or supplies for the working of the mine and no locomotive therein exceeds five tons in weight, than twenty-eight pounds;

(*b*) in any other case, than forty pounds, or ten pounds with an addition of five pounds for each ton of weight on one pair of wheels, whichever is the greater.

(4) Every track shall be so constructed that:—

(*a*) the distance between the centres of adjacent sleepers does not exceed two feet nine inches;

(*b*) rail joints are secured by suitable fishplates having at least four bolts.

(5) Curves shall be of such radius as is safe; and either or both of the following precautions shall where necessary be taken, that is to say, raising of the outer rail and provision of a check rail.

(6) No locomotive shall be used in any road where there are not, after allowing for swing of the locomotive and trucks, clear spaces not less in extent than the following, that is to say:—

(*a*) below the roof or its supports:—

(i) if the locomotive is fitted with a covered cab, one foot;

(ii) in any other case, so much as to enable the driver to stand upright in the locomotive;

(*b*) on that side of the track on which refuge holes are provided, two feet;

(*c*) on the side of the track opposite to the refuge holes:—

(i) where there are not more than two tracks, one foot;

(ii) in any other case, two feet;

(*d*) between any two adjacent tracks (if there are more tracks than one) so much as to afford a clearance of at least one foot between any locomotive or truck on one and any locomotive or truck on the other of them.

Duties of manager.

10. The manager shall:—

(*a*) determine in respect of each road the maximum load to be hauled by any locomotive and the maximum speed of any train; and cause notices specifying the same to be posted at appropriate places;

(*b*) cause warning notices drawing attention to any necessary precautions to be posted in the roads at appropriate places; and

(*c*) give to each driver directions in writing with respect to loads, speed and all precautions necessary for safe running.

PART IV

Ventilation

Determination of firedamp content in roads.

11. In every mine or part of a mine in which safety lamps are required by the Act or the regulations of the mine to be used, determinations shall be made in accordance with the provisions of the four next following regulations of the firedamp content in every road or part of a road in which any locomotive is used:

Provided that the Inspector of the Division may exempt from the requirements of this regulation any road or part of a road in which he is satisfied that the normal firedamp content is not such as to make regular determinations necessary: and

Provided also that in any main intake airway beginning at a shaft or outlet to the surface, no determination need be made at any point more than three hundred yards from any face.

Methods for determinations.

12. Determinations shall be made by a competent person appointed in writing by the manager who shall:—

(*a*) use apparatus of a type approved by the Minister; or

(*b*) take samples of air, which shall be analysed within four days of being taken.

Places for determinations.

13. The points at which determinations are made shall be:—

(*a*) at each end of each road or part of a road in which any locomotive is used;

(*b*) at such other points as may be fixed by the manager; so however that the manager shall, if the Inspector of the Division so require, vary any point so fixed or fix one or more additional points.

Times for determinations.

14.—(1) Subject to the provisions of the next following paragraph, determinations at each place shall be made once at least in every week at the time when the firedamp content is likely to be greatest, so however that, when at any place:—

(*a*) a firedamp content exceeding decimal eight per centum is shown, determinations at that place shall be made at intervals not exceeding twenty-four hours for so long as the firedamp content shown

at that place exceeds decimal eight per centum, and for the seven next following working days; and

(*b*) no determination has during the last preceding month shown a firedamp content exceeding:—

(i) in the case of an intake airway, decimal two per centum;

(ii) in the case of a return airway, decimal six per centum;

determinations may be made at that place once in every month.

(2) Where any alteration in any ventilating arrangements is likely to affect substantially the quantity of air circulating in any road or part of a road in which any locomotive is used, determinations shall be made therein as soon as practicable after the said alteration.

Records of determinations

15. Particulars of every determination made shall be recorded forthwith in a book to be kept at the mine for the purpose.

Discontinuance of use of locomotives.

16. Where at any place a determination shows a firedamp content exceeding one and one quarter per centum, or any indication of inflammable gas is shown in any flame safety lamp:—

(*a*) the person making that determination, or the person using the lamp, as the case may be, shall immediately inform the official in charge of the district; who shall after verifying the presence of inflammable gas as aforesaid discontinue the use of every locomotive in that part of the road;

(*b*) no locomotive shall after the said discontinuance be used in that part of the road except by direction of the manager when the manager is satisfied that the firedamp content therein has been reduced below one and one quarter per centum;

(*c*) the manager shall as soon as practicable report the said discontinuance to the Inspector of the Division.

Part V

Working of locomotives and engines

Inspection of roads.

17.—(1) Each haulage road in which any locomotive is used in any mine shall be placed in the charge of a competent person appointed in writing by the manager.

(2) Once at least in every twenty-four hours each such road shall be inspected by, or under the supervision of, the person aforesaid with particular regard to:—

(*a*) clearance and freedom from obstructions;

(*b*) the state of the track;

(*c*) the state of the roof and sides;

(*d*) ventilation and absence of inflammable gas;

(*e*) coal dust;

(*f*) general safety.

Inspection of mechanical parts.

18.—(1) Once at least in every twenty-four hours each locomotive in any mine shall be examined by a competent person appointed in writing by the manager.

(2) Once at least in every seven days each such locomotive shall be examined by an electrician and mechanic, appointed in writing by the manager, who shall ensure that:—

(*a*) every part requiring to be cleaned is properly cleaned;

(*b*) the locomotive is in all respects in proper working order.

Inspection of braking system.

19.—(1) Once at least in every seven days the braking system of each locomotive in any mine shall be examined and tested by a competent person appointed in writing by the manager; and the said test shall include applications of the brakes:—

(*a*) when the locomotive is moving, by direct mechanical action and by each other means provided; and

(*b*) when the locomotive is at rest with the engine stopped, by any means provided other than direct mechanical action and for a period of at least ten minutes.

(2) Immediately after any repairs or adjustment to the braking system of any locomotive, an examination and test shall be made as provided in the foregoing paragraph.

Record of examinations and tests.

20. Any person making any inspection, examination or test in pursuance of the three last foregoing regulations shall forthwith record particulars thereof in a book to be kept at the mine for the purpose.

Locomotives not to be used if defective or not replenished.

21. No locomotive shall be used in any mine if:—

(*a*) it has any defect liable to affect its safe running; or

(*b*) it is not maintained in proper working order or replenished with all necessary oil and consumable stores.

Protective devices on exhaust openings of internal combustion engines.

22. Any protective device fitted to an exhaust opening of an internal combustion engine shall whenever necessary, and in any event not less often than once in every period of twenty-four hours during which the engine has been run (or, if, in relation to any specified device, the Minister has specified longer periods, not less often than once in every such period), be thoroughly cleaned or replaced by a like device in clean condition.

Drivers of locomotives.

23.—(1) No locomotive shall in any mine be operated, except for repairs or tests, otherwise than by an appointed driver, being a person certified to be competent without supervision to drive a locomotive of the type concerned, and, if the locomotive is used for the haulage of persons, a person not less than twenty-one years of age.

(2) In this regulation the expression " appointed driver " means a person appointed by the manager to be a driver of locomotives; and the expression " certified " means certified by the person appointed by the manager to supervise the competence of all drivers of locomotives in that mine.

Position of locomotives and trucks and use of red lights.

24.—(1) Except during shunting operations:—

(*a*) no locomotive shall be used in any mine for moving any truck otherwise than by hauling from in front;

(*b*) no truck containing timber or other materials exceeding in length the length of the truck shall be coupled next to the locomotive or to any truck in which any person is being conveyed.

(2) A red light visible at a distance of two hundred feet shall be attached at the rear of the last truck of each train in any mine, and at the rear of each unattached locomotive.

Riding on locomotives restricted.

25. Except with the permission of the manager, no person shall be on any locomotive in any mine when it is in motion unless he is:—

(*a*) the driver of the locomotive; or

(*b*) a person engaged in shunting operations for which the locomotive is at the time being used; or

(*c*) a person appointed under regulation twenty-three of the General Regulations to accompany and have charge of a train drawn by the locomotive; or

(*d*) a person engaged in maintaining or testing the locomotive.

Locomotives not to be left unattended unless immobilised.

26. The driver of a locomotive shall not leave it unattended away from the place where it is housed when not in use, unless he has ensured that it cannot be set in motion by any unauthorised person.

Part VI

Additional provisions—diesel locomotives

Housing stations.

27. Every diesel locomotive in any mine shall, when not in use, be housed in a suitable housing station:—

(*a*) provided with two means of egress;

(*b*) ventilated by a through current of air sufficient to render the exhaust gas harmless while the engine is being run in the housing station;

(*c*) constructed of non-inflammable material;

(*d*) having a floor of smooth concrete;

(*e*) fitted with an inspection pit or other effective means of inspecting the locomotive from below; and

(*f*) kept provided with equipment for extinguishing fire.

Filling Stations.

28.—(1) No diesel locomotive shall be replenished with fuel oil in any mine except at a filling station appointed by the manager.

(2) The provisions of sub-paragraphs (*a*) (*b*) (*c*) (*d*) and (*f*) of the last foregoing regulation shall apply to any filling station as they apply to a housing station, so however that the floor of each filling station shall be provided with a sill; and each filling station shall be so equipped that the spilling of oil is, so far as practicable, prevented.

(3) Any oil spilt shall forthwith be taken up with a non-inflammable absorbent, which shall be deposited in a fireproof receptacle and as soon as practicable removed from the mine.

(4) No person shall smoke, or use any light or lamp other than a locked safety lamp or an electric lamp adequately protected, in any filling station, or within ten yards of any filling station.

(5) No oil shall be taken from any container in a filling station while any internal combustion engine in the filling station is running.

Fuel oil.

29.—(1) No oil shall be used in any mine for supplying motive power to any diesel locomotive which does not comply with the standard specified for Class A fuel in the "British Standard (Fuels for Oil Engines)" as published by the British Standards Institution.

(2) No oil for use as aforesaid shall be taken below ground except in an adequate container which does not leak.

(3) No such oil shall at any time be stored below ground unless:—

(*a*) it is, until transfer into the tanks of a locomotive, stored in a filling station in an adequate container which does not leak;

(*b*) the quantity thereof does not exceed the quantity which with any oil then in the tanks of the locomotive or locomotives for which it has been brought below ground will according to the normal user of those locomotives be consumed within the forty-eight hours next following.

Posting of notices in filling stations.

30. A copy of the two last foregoing regulations shall be kept posted and clearly visible in each filling station.

Restriction regarding exhausts of locomotives.

31. A diesel locomotive shall be deemed to have a defect liable to affect its safe running if gas from its exhaust is found to contain more than two parts of carbon monoxide, or one part of oxides of nitrogen, per thousand.

Prevention of danger from exhaust gases.

32.—(1) The engine of a diesel locomotive shall not be kept running in a mine when the locomotive is stationary except:—

(*a*) during brief halts while in use; or

(*b*) while being tested.

(2) No diesel locomotive shall be used in any place where there is not for the time being a sufficient current of air to render the gas from its exhaust harmless.

(3) Where in any working place or road in which diesel locomotives are in use there is found in the general air a concentration of carbon monoxide greater than:—

(*a*) fifty parts per million, immediate steps shall be taken to disperse the said concentration;

(*b*) one hundred parts per million, the operation of every diesel locomotive in the district shall be discontinued until it is determined that the concentration of carbon monoxide in the general air at that place does not exceed fifty parts per million.

Taking and recording of samples.

33.—(1) In the case of each diesel locomotive in use in any mine a sample of the gas from the exhaust when the engine is being run:—

(*a*) at maximum speed on full load;

(*b*) at normal idling speed on no load;

shall be taken and analysed once at least in every three months.

(2) A sample of the general air at each appointed place shall be taken and analysed once at least in every month.

(3) In this regulation the expression "appointed place" means a place appointed by the manager, so however that the manager shall, if the Inspector of the Division so require, vary any appointed place, or appoint one or more additional places; and there shall be sufficient appointed places to ensure that any harmful concentration in the general air in any working place or road in which any diesel locomotive is being used shall be detected.

(4) Particulars of the analysis of each sample taken in pursuance of paragraph (1) or (2) of this regulation shall be recorded in a book to be kept at the mine for the purpose.

PART VII

Additional provisions—storage battery locomotives

Changing and charging of batteries.

34.—(1) No battery of a storage battery locomotive shall be charged or changed below ground in any mine except at a place appointed for that purpose by the manager.

(2) Every place so appointed for charging (in these Regulations referred to as a "charging station") shall be:—

(*a*) constructed of non-inflammable material;

(*b*) ventilated by a through current of air sufficient to render gases harmless;

(*c*) so fitted that in relation to the said current of air:—

(i) the charging apparatus is on the intake side of the battery racks;

(ii) the current passes from the battery racks directly into a return airway;

(*d*) so equipped that the spilling of water or electrolyte is, so far as practicable, prevented; and

(*e*) kept provided with equipment for extinguishing fire.

Precautions in charging stations.

35.—(1) No person shall smoke, or use any light or lamp other than a locked safety lamp or an electric lamp adequately protected, in any charging station, or within ten yards of any charging station.

(2) Any water or electrolyte spilt on any battery in a charging station shall forthwith be removed.

Posting of notices in charging stations.

36. A copy of the two last foregoing regulations shall be kept posted and clearly visible in each charging station.

PART VIII

Miscellaneous

Scope of Parts III to VI incl.

37. The provisions of Parts III to VI both inclusive of these Regulations relating to the use of any locomotive in any mine shall be construed as applying only to the use of that locomotive below ground therein.

Exemptions.

38.—(1) Except where exemption from compliance may be granted by the Inspector of the Division, the Chief Inspector of Mines may exempt any mine or part of a mine, or any class or description of mines, from compliance with any provision of these Regulations where compliance in the particular case is not reasonably practicable or not requisite for safety.

(2) The provisions of section one hundred and nineteen of the Act shall apply to any exemption granted under the foregoing paragraph as they apply to an exemption granted by an inspector of a division.

Interpretation.

39.—(1) In these Regulations the following expressions have the meanings hereby assigned to them respectively, that is to say:—

" the Act " means the Coal Mines Act, 1911;

" charging station " has the meaning assigned by regulation thirty-four;

" face " means, in relation to a seam, the exposed surface from which coal or other material is won;

" firedamp content " means the percentage of inflammable gas present in the general body of the air;

" the General Regulations " means the General Regulations (a) dated the tenth day of July, nineteen hundred and thirteen, made by the Secretary of State under section eighty-six of the Act;

" locomotive " means a mechanically propelled vehicle running on rails constructed or used for hauling trucks;

" mine " means a mine to which the Act applies;

" the Minister " means the Minister of Fuel and Power;

" road " means any part, not within ten yards of the face, of a passage maintained in connection with the working of the mine;

" truck " includes any tub, mine-car, carriage, bogie or other vehicle whether used for the carriage of persons or of mineral or other articles.

(2) Expressions to which meanings are assigned by the Act or by these Regulations shall, unless the contrary intention appear, bear the same meanings in any instrument issued under the provisions of these Regulations.

52 & 53 Vict. c. 63.

(3) The Interpretation Act, 1889, shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

Citation and commencement.

40.—(1) These Regulations may be cited as the Coal Mines (Locomotives) General Regulations, 1949.

(2) These Regulations shall come into operation on the first day of May, nineteen hundred and forty-nine.

Dated this twenty-fourth day of March, nineteen hundred and forty-nine.

Donald Fergusson,
Secretary to the Ministry of Fuel and Power.

(a) S.R. & O. 1913 (No. 748) I, p. 680.

EXPLANATORY NOTE

(This Note is not part of these Regulations, but is intended to indicate their general purport.)

These Regulations specify the conditions governing the use underground in any mine of locomotives (defined as " mechanically propelled vehicles running on rails constructed or used for hauling trucks ") and other vehicles and engines.

Parts I and II provide for modification of sections 42 and 58 of the Coal Mines Act, 1911, and the revocation of regulation 136 of the General Regulations dated 10th July, 1913.

Part III deals with design of locomotives and the selection of roads. Any type of vehicle driven by internal combustion engine, compressed air or electricity may (with certain exceptions for which the consent of the Minister is necessary) be used with the consent of the Inspector of the Division (Reg. 4). Locomotives must conform to certain requirements as to design (Reg. 5). Other regulations deal with the braking system and fittings (Reg. 7); gradients in roads (Reg. 8); construction of rail tracks and clearances (Reg. 9); and duties of the manager (which include the posting of notices specifying maximum loads and maximum speeds) (Reg. 10).

Part IV deals with ventilation in safety lamp mines. Determinations of the firedamp content are normally to be made at least once a week in every road in which locomotives are used; but where the firedamp content exceeds 0.8 per cent. they must be made once in every 24 hours, and where continuously for a month it is less than 0.2 per cent. they may be made only once a month. Particulars of every determination are to be recorded. Locomotives are not to be used in any road where the firedamp content exceeds 1¼ per cent.

Part V deals with the working of locomotives and other engines. Provision is made for inspection and examination every 24 hours and every seven days by competent persons appointed by the manager. Particulars of inspections, examinations and tests are to be recorded. Defective locomotives are not to be used. Other provisions deal with appointment of drivers, the make-up and lighting of trains, and riding on locomotives.

Part VI makes additional provision for diesel locomotives. Certain precautions are to be taken in the lay-out, construction and equipment of housing and filling stations. The fuel oil used must comply with a standard specification. Smoking, etc., is prohibited in, or within ten yards of, any filling station. Detailed provision is made for the prevention of danger from exhaust gases. A locomotive is to be deemed defective if its exhaust gas contains more than two parts of carbon monoxide, or one part of oxides of nitrogen, per thousand. Where the general air in any road contains a concentration of carbon monoxide greater than 50 parts per million the concentration is to be dispersed immediately, and where the concentration exceeds 100 parts per million the operation of diesel locomotives in that district is to be discontinued. Samples of the exhaust gas of locomotives, and of the general air, are to be taken and analysed at stated intervals. Particulars of the analysis are to be recorded.

Part VII makes additional provision for storage battery locomotives. Charging stations are to be specially constructed and properly ventilated

and equipped. The ventilation is to be such that the charging apparatus is on the intake side of the battery racks and the air current passes from those racks directly into a return airway. Smoking, etc., is prohibited in, or within ten yards of, any charging station.

By Regulation 38 in Part VIII, the Chief Inspector of Mines may, except in cases where a discretion is left to the Inspector of the Division, grant exemption from any provision if compliance is not reasonably practicable or not requisite for safety.

---

(2) EMPLOYMENT (WORKERS BELOW GROUND)

The Coal Mines Regulation (Suspension) Order, 1949

1949 No. 841

Made - - - - 29*th April*, 1949
Coming into Operation 1*st May*, 1949

At the Court at Buckingham Palace, the 29th day of April, 1949

Present,

The King's Most Excellent Majesty in Council

Whereas the Coal Mines Regulation Act, 1908,(a) makes provision regarding the times during which certain persons employed in mines below ground may be below ground in a mine for the purposes of their work:

And Whereas by section four of that Act, it is provided that His Majesty may, in the event of, inter alia, great emergency, or in the event of any grave economic disturbance due to the demand for coal, or for the product of any other mines to which the Act applies, exceeding the supply available at the time, by Order in Council suspend the operation of the Act to such extent and for such period as may be named in the order, either as respects all mines or any class of mines:

And Whereas circumstances existed such as contemplated by the said section four and His Majesty in Council in exercise of the powers conferred on Him as aforesaid was pleased to make the Coal Mines Regulation (Suspension) Order, 1948,(b) relating to the period ending on the thirtieth day of April, nineteen hundred and forty-nine:

And Whereas circumstances still exist such as contemplated by the said section four and accordingly the powers conferred by the said section four are still exercisable:

Now, therefore, His Majesty, in exercise of the powers conferred on Him as aforesaid, and of all other powers enabling Him in that behalf, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

Interpretation.

1. In this order the following expressions have the meanings hereby assigned to them respectively, that is to say:—

(*a*) "the Act of 1908" means the Coal Mines Regulation Act, 1908, as amended by the Coal Mines Regulation (Amendment) Act, 1917,(c) the Coal Mines Act, 1919,(d) the Coal Mines Act, 1931,(e) and the Coal Mines Act, 1932(f);

(*b*) "coal" means bituminous coal, cannel coal and anthracite.

(a) 8 Edw. 7. c. 57.
(b) S.I. 1948 (No. 868) I, p. 526.
(c) 7 Geo. 5. c. 8.
(d) 9 & 10 Geo. 5. c. 48.
(e) 21 & 22 Geo. 5. c. 27.
(f) 22 & 23 Geo. 5. c. 29.