2. The Mental Health (Qualifications of Medical Officers and Medical Practitioners) Regulations (Northern Ireland), 1950(a), shall have effect as if in Regulation 2 thereof after the words "of the Act" there were inserted the words "and a medical officer or a medical practitioner who examines a person and furnishes a certificate for the purposes of section 42 of the Act".

Sealed with the Official Seal of the Ministry of Health and Local Government for Northern Ireland this fifth day of March, 1954, in the presence of

(L.S.) *W. McCaughey,*
Assistant Secretary.

MOTOR VEHICLES AND ROAD TRAFFIC

Motor Vehicles:
Direction Indicators, p. 410
Stop Lights, p. 416
Public Service Vehicles, p. 417
Road Traffic:
Pedestrian Crossings, p. 418
Road Vehicles:
Enniskillen, p. 426
Lisburn, p. 427
Registration and Licensing, p. 428
School Crossings, p. 429

MOTOR VEHICLES

Direction Indicators

REGULATIONS, DATED THE 27TH DAY OF MAY, 1954, MADE BY THE MINISTRY OF COMMERCE FOR NORTHERN IRELAND UNDER THE LOCOMOTIVES ON HIGHWAYS ACT, 1896, AND THE MOTOR VEHICLES AND ROAD TRAFFIC ACTS (NORTHERN IRELAND), 1926 TO 1945.

1954. No. 75

The Ministry of Commerce, in exercise of the powers vested in it by the Locomotives on Highways Act, 1896, and the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1945, and all other powers enabling it in that behalf, hereby makes the following Regulations.

1. These Regulations may be cited as the Motor Vehicles (Direction Indicators) Regulations (Northern Ireland), 1954.

2. The Motor Vehicles (Direction Indicator and Stop Light) Regulations (Northern Ireland), 1936 (b), and the Motor Vehicles (Direction Indicator and Stop Light) (Amendment) Regulations (Northern Ireland), 1952 (c), are hereby revoked.

(a) S.R. & O. (N.I.) 1950 No. 147.
(b) S.R. & O. N.I.) 1936 No. 75.
(c) S.R. & O. (N.I.) 1952 No 205.

3. In these Regulations, and in the Schedule thereto, the following expressions have the meanings hereby respectively assigned to them, that is to say:—

(*a*) "direction indicator" means a device fitted to a motor vehicle or to a trailer for the purpose of intimating the intention of the driver to change the direction of the vehicle to the right or to the left;

(*b*) "trailer" means a vehicle drawn by a motor vehicle;

(*c*) "close-coupled" in relation to any two wheels of a vehicle means that those two wheels are both fitted on the same side of the vehicle, are not steerable and are so fitted that the distance between them measured horizontally and parallel to the longitudinal axis of the vehicle between the centres of the areas of contact of the wheels with the road surface does not exceed 33 inches;

(*d*) "omnibus" means a public service vehicle seating more than six persons in addition to the driver.

4. Every motor vehicle or trailer which is fitted with a direction indicator shall as respects that indicator comply with the provisions of the Schedule to these Regulations:—

(*a*) if it is a vehicle fitted with electric lighting equipment, with either the provisions of Part I of the said Schedule or the provisions of Part II of the said Schedule; or

(*b*) if it is not a vehicle so fitted, with the provisions of Part III of the said Schedule.

5. Nothing in these Regulations shall be taken to require that direction indicators should be fitted to any vehicle.

6. Nothing in these Regulations shall in any way affect or apply to trolley vehicles authorised by the Belfast Corporation Act (Northern Ireland), 1930.

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this Twenty-Seventh day of May, One thousand, nine hundred and fifty-four, in the presence of

(L.S.) *W. J. Thompson,*

Assistant Secretary.

SCHEDULE

Provisions to be complied with as respects Direction Indicators on vehicles fitted with electric lighting equipment.

PART I

1. Every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be, when in operation, in the form of an illuminated sign of a minimum illuminated length of 6 inches and a maximum illuminated breadth not exceeding one-fourth of the illuminated length, and shall show either a steady or a flashing light.

2. Save as provided in the next following paragraph as respects additional indicators, every direction indicator shall be so designed and fitted that—

(*a*) it is not more than 6 feet behind the base of the windscreen; and

(*b*) when in operation—

(i) it temporarily alters the outline of the vehicle to the extent of at least 6 inches measured horizontally;

(ii) the outermost point of the direction indicator is at least 6 inches further from the longitudinal axis of the vehicle than is the outermost point of the driver's cab, or of the side of the body immediately behind the driver's seat;

(iii) the illuminated surface is visible at a reasonable distance both from the front and the rear of the vehicle; and

(iv) it remains steady:

Provided that sub-paragraph (*a*) of this paragraph shall not apply in the case of a pillarless saloon motor car if the direction indicator is not situated behind the widest part of the body. For the purposes of this proviso a pillarless saloon motor car means a motor car which has an enclosed body and four doors and no vertical pillar between the doors on either side, and is constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver.

3.—(1) An additional indicator may be fitted at the rear of any vehicle on any side to which there is fitted an indicator not being an additional indicator. Such additional indicator shall either—

(*a*) be in the form specified in paragraph 1 of this Part of this Schedule and shall, except when a trailer is being drawn, be visible at a reasonable distance from any point in the rear of the vehicle; or

(*b*) comply with the requirements of sub-paragraph (1) of paragraph 3 of Part II of this Schedule as respects indicators showing a flashing light to the rear.

(2) Every additional indicator shall be so constructed and fitted as to be incapable of operating otherwise than coincidentally with the indicator, not being an additional indicator, fitted to the same side of the vehicle.

4. Any direction indicator intended to indicate a righthand turn shall be fitted only to the right of the longitudinal axis of the vehicle and one intended to indicate a lefthand turn shall be fitted only to the left of that axis:

Provided that this paragraph shall not apply to any direction indicator being an additional indicator fitted to a vehicle before the 1st April, 1955.

5. Every direction indicator shall be at a height of not more than 7 feet 6 inches nor less than 1 foot 5 inches above the level of the ground.

6.—(1) The illuminated colour of every direction indicator shall—

(*a*) if it shows both to the front and to the rear, be amber;

(*b*) if it shows only to the front, be amber or white; and

(*c*) if it shows only to the rear, be amber or red.

(2) The light emitted by every direction indicator shall be diffused by frosted glass or other adequate means.

7. Every direction indicator showing a flashing light shall when in operation show a light which flashes constantly at the rate of not less than 60 nor more than 120 flashes per minute, each flash being of such duration as to permit the light to achieve its full brightness and to be fully observable to the eye at a reasonable distance. The light shall begin to flash not later than one second after the operating switch of the indicator is operated and between each flash there shall be an interval observable to the eye.

8. The following requirements shall be complied with as respects the direction indicators on a vehicle—

(*a*) not less than one indicator on each side to which indicators are fitted shall be so designed and fitted that the driver when in his seat can readily be aware when it is in operation; or

(*b*) the vehicle shall be equipped with a device or devices so fitted as to be readily visible to the driver at all times when in his seat, and so designed as to show when at least one direction indicator, not being an additional indicator, on each side of the vehicle is in operation.

9. Every direction indicator shall be so fitted that when not in operation it will not be likely to mislead the driver of any other vehicle or any person controlling traffic.

10. Any reference in this Schedule to the side of a vehicle shall be taken to include that part of the front or the back of the vehicle which is on that side of the vehicle.

PART II

1. Subject to the provisions of paragraph 3 of this Part of this Schedule every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be in the form of a lamp which, when in operation, shows a flashing light visible at a reasonable distance from both the front and the rear of the vehicle.

2. Every such indicator shall be so designed and fitted that—

(*a*) it is not more than 6 feet behind the base of the windscreen;

(*b*) both the minimum illuminated area showing to the front and the minimum illuminated area showing to the rear shall—

(i) be not less than 3½ square inches in extent in the case of a vehicle the unladen weight of which does not exceed two tons, or of a vehicle constructed or adapted solely for the carriage of not more than seven passengers, exclusive of the driver, and their effects: provided in either case that the vehicle is is not being used, except in a case of emergency, to draw a trailer other than one with less than four wheels or a four-wheeled trailer having two close-coupled wheels on each side;

(ii) be not less than 12 square inches in extent in any other case.

3.—(1) Subject to the provisions of sub-paragraph (2) of this paragraph, in lieu of a direction indicator in respect of which the provisions of paragraphs 1 and 2 of this Part of this Schedule are complied with, two indicators may be fitted to any side of a vehicle and shall be so designed and fitted that—

(*a*) neither of the indicators on either side of the vehicle shall be capable of operating unless the other indicator on that side operates coincidentally with it;

(*b*) when in operation one of the indicators on one side shall show a flashing light visible from a reasonable distance to the front of the vehicle and the other indicator on that side shall, except when a trailer is being drawn, show a flashing light visible from a reasonable distance to the rear of the vehicle;

(*c*) every such indicator shall be so placed that the centre of its illuminated area is not more than 16 inches nearer to the longitudinal axis of the vehicle than is the outermost part of the vehicle which is comprised in the overall width of the vehicle on the side on which the indicator is placed provided that in the case of an omnibus having combined rear and side entrances the near side indicator showing a flashing light to the rear of the vehicle may be so placed that the centre of its illuminated area is not more than 30 inches nearer to the longitudinal axis of the vehicle than the said outermost part of the vehicle; and

(*d*) the minimum illuminated area showing to the front or the rear as the case may be shall be that prescribed in paragraph 2 of this Part of this Schedule.

(2) Whilst a vehicle is drawing a trailer or trailers the preceding provisions of this paragraph shall have effect subject to the following modifications:—

(*a*) there shall be carried on either side of the trailer or the rearmost trailer as the case may be an indicator so designed and fitted that either—

I. when in operation it complies with the requirements of paragraph 1 of Part I of this Schedule and the illuminated surface is visible at a reasonable distance to the rear of the vehicle; or

II.—(i) when in operation it shows a flashing light visible from a reasonable distance to the rear of the trailer;

(ii) it is not capable of operating otherwise than coincidentally with the indicator or indicators on the drawing vehicle visible to the front on the same side;

(iii) the minimum illuminated area is not less than $3\frac{1}{2}$ square inches if the trailer to which it is fitted has less than 4 wheels or is a four-wheeled trailer having two close-coupled wheels on each side and not less than 12 square inches in any other case; and

(iv) the centre of the illuminated area is not more than 16 inches nearer to the longitudinal axis of the vehicle than is the outermost part of the trailer on the same side; and

(*b*) it shall not be necessary for an indicator showing a flashing light to the rear to be carried on either side of the vehicle but each indicator thereon showing a flashing light to the front shall be so adapted as to be incapable of operating otherwise than coincidentally with the indicator on the trailer showing to the rear on the same side.

This sub-paragraph shall not apply where the trailer or the rearmost trailer as the case may be is of an unladen weight not exceeding two hundred-weight or was constructed before 1st January, 1955, or is a broken down motor vehicle being drawn in consequence of the breakdown.

4.—(1) Save as provided in sub-paragraph (2) of this paragraph a direction indicator fitted in compliance with this Part of this Schedule and showing a flashing light to the front shall not be combined with nor obscure any lamp showing to the front a white light being a lamp required to be carried by or under any enactment.

(2) In the case of a vehicle on either side of which two direction indicators are fitted in accordance with the preceding paragraph an indicator showing a flashing light to the front may be combined with an electric lamp showing a white light to the front being a lamp required to be carried by or under any enactment provided that

(*a*) the power of the lamp does not exceed 7 watts; and

(*b*) the indicator is fitted with a separate electric circuit and either a separate electric bulb or a separate electric filament.

5. The total power of the bulb or bulbs illuminating any indicator carried in compliance with this Part of this Schedule shall be not less than 15 watts and not more than 36 watts.

6. Where a vehicle is equipped on any side with direction indicators in respect of which the provisions of paragraphs 1 and 2 of this Part of this Schedule are complied with, an additional indicator may be carried on that side at the rear of the vehicle provided that any such indicator complies with the provisions of paragraph 3 of Part I of this Schedule.

7. Every direction indicator shall be at a height of not more than 7 feet 6 inches nor less than 1 foot 5 inches above the level of the ground:

Provided that a direction indicator fitted to any side of an omnibus in accordance with the provisions of paragraphs 1 and 2 of this Part of this Schedule may be fitted at a height of not more than 8 feet 6 inches above the level of the ground if on the same side of the vehicle and at a height of not more than 6 feet 6 inches above the level of the ground there is also fitted an additional direction indicator which complies with the provisions of paragraph 6 of this Part of this Schedule.

8. The provisions of paragraphs 4, 6, 7, 8, 9 and 10 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

Provisions to be complied with as respects Direction Indicators on vehicles not fitted with electric lighting equipment.

PART III

1. Subject to the provisions of the next following paragraph every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be in the form of a hand not less than 6 inches in length, presenting a white surface visible both from the front and the rear of the vehicle and shall comply with the requirements of paragraph 2 of Part I of this Schedule other than the requirements of sub-paragraph (b)(iii) of that paragraph.

2. Additional indicators may be fitted at the rear of a vehicle if they are in the form of a hand not less than 6 inches in length presenting a white surface visible at a reasonable distance from any point in the rear of the vehicle.

3. Where more than one direction indicator is fitted on one side of a vehicle, the indicators on that side shall all be so designed and fitted that they cannot be operated otherwise than coincidentally.

4. The provisions of paragraphs 4, 5, 8, 9 and 10 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

MOTOR VEHICLES

Stop Lights

REGULATIONS, DATED THE 27TH DAY OF MAY, 1954, MADE BY THE MINISTRY OF COMMERCE FOR NORTHERN IRELAND UNDER THE MOTOR VEHICLES AND ROAD TRAFFIC ACTS (NORTHERN IRELAND), 1926 TO 1945.

1954, No. 76