

SCHEDULE 2

Merry Tom Crossing

PART I

particulars of the gates, traffic signs and other protective equipment

1. A gate shall be pivoted as close to the railway as practicable on the near side of the highway on both sides of the railway.

2. When closed to the highway the gates shall extend across the highway. The hinge post of each gate shall be not less than 450 millimetres clear of the edge of the highway and the tip of each gate shall extend to a point not less than 450 millimetres clear of the other edge of the highway on the same side of the railway.

3. The uppermost surfaces of the gates shall be not less than 1450 millimetres above the highway surface and the underclearance between the gates and the highway surface shall not exceed 300 millimetres.

4. The gates shall open inwards towards the railway and, when open to the highway, each gate shall be parallel with the edge of the highway and shall be secured to a latch post.

5. Each gate shall be provided with a suitable mechanism at its tip to secure the gate in either position to a latch post, and this mechanism shall be so arranged that the gates can be locked in either position by padlocks.

6. The gates shall be as light as possible but shall also be strong enough to prevent distortion or fracture likely to be caused by wind pressure.

7. The framework of the gates shall be comprised of parallel horizontal members including not less than four rails in addition to the top and bottom members.

8. The gates shall each display a circular plate of Red Class I retro-reflecting material so arranged that when the gates are closed to the highway each gate shall exhibit a circular plate not less than 750 millimetres in diameter on the faces directed towards highway traffic.

9. A stop board of standard railway design displaying the words “Stop — Close crossing gates before proceeding” shall be provided on each railway approach to the crossing approximately 25 metres before the crossing. The stop boards shall be provided with Class I retro-reflecting material or shall be illuminated.

10. An advance warning board of standard railway design shall be provided on each railway approach to the crossing approximately 150 metres before the crossing and shall be provided with Class I retro-reflecting material or shall be illuminated.

11. In this Part—

“Class I retro-reflecting material” is material which satisfies British Standard 873, Part 6, or is of an equivalent standard.