

## SCHEDULES.

### FIRST SCHEDULE

Sections 1 and 66.

1. Groups.	2. Constituent Companies.	3. Subsidiary Companies.
1. The Southern Group.	1. The London and South Western Railway Company ; the London Brighton and South Coast Railway Company; the South Eastern Railway Company ; the London Chatham and Dover Railway Company; the South Eastern and Chatham Railway Companies Managing Committee.	1. The Bridgwater Railway Company, the Brighton and Dyke Railway Company ; the Freshwater Yarmouth and Newport (Isle of Wight) Railway Company ; the Hayling Railways Company ; the Isle of Wight Railway Company ; the Isle of Wight Central Railway Company ; the Lee-on-the-Solent Railway Company ; the London and Greenwich Railway Company ; the Mid Kent Railway (Bromley to St. Mary Cray) Company ; the North Cornwall Railway Company ; the Plymouth and Dartmoor Railway Company ; the Plymouth, Devonport and South Western Junction Railway Company ; the Sidmouth Railway Company ; the Victoria Station and Pimlico Railway Company.
2. The Western Group.	2. The Great Western Railway Company ; the Barry Railway Company ; the Cambrian Railway Company; the Cardiff Railway Company ; the Rhymney Railway Company ; the Taff Vale Railway Company; and the Alexandra (Newport and South Wales) Docks and Railway Company.	2. The Brecon and Merthyr Tydfil Junction Railway Company ; the Burry Port and Gwendreath Valley Railway Company ; the Cleo-bury Mortimer and Ditton Priors Light Railway Company ; the Didcot Newbury and Southampton Railway Company ; the Exeter Railway Company ; the Forest of Dean Central Railway Company ; the Gwendreath Valleys Railway

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1. Groups.	2. Constituent Companies.	3. Subsidiary Companies.
<p>3. The North Western, Midland, and West Scottish Group.</p>	<p>3. The London and North Western Railway Company ; the Midland Railway Company ; the Lancashire and Yorkshire Railway Company; the North Staffordshire Railway Company ; the Furness Railway Company ; the Caledonian Railway Company ; the Glasgow and South Western Railway Company; the Highland Railway Company.</p>	<p>Company; the Lampeter, Aberayron and New Quay Light Railway Company ; the Liskeard and Looe Railway Company ; the Llanelly and Mynydd Mawr Railway Company ; the Mawddy Railway Company ; the Midland and South Western Junction Railway Company ; the Neath and Brecon Railway Company ; the Pen-arth Extension Railway Company ; the Penarth Harhonr, Dock and Railway Company ; the Port Talbot Railway and Docks Company ; the Princetown Railway Company; the Rhondda and Swansea Bay Railway Company ; the Ross and Monmouth Railway Company ; the South Wales Mineral Railway Company ; the Teign Valley Railway Company ; the Vale of Glamorgan Railway Company ; the Van Railway Company ; the Welshpool and Llanfair Light Railway Company ; the West Somerset Railway Company ; the Wrexham and Ellesmere Railway Company.</p> <p>3. The Arbroath and Forfar Railway Company ; the Brechin and Edzell District Railway Company ; the Callander and Oban Railway Company ; the Catheart District Railway Company; the Chamwood Forest Railway Company ; the Cleator and Workington Junction Railway Company ; the Cockermonth Keswick and Penrith Railway Company; the Dearn Valley Railway Company ; the</p>

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1. Groups.	2. Constituent Companies.	3. Subsidiary Companies.
4. The North Eastern, Eastern, and East Scottish Group.	4. The North Eastern Railway Company ; the Great Central Railway Company ; the Great Eastern Railway Company; the Great Northern Railway Company ; the Hull and Barh-ley Railway Company ; the North British Railway Company; the Great North of Scotland Railway Company.	Dornoch Light Railway Company ; the Dundee and Newtyle Railway Company ; the Harborne Railway Company; the Killin Railway Company ; the Lanarkshire and Ayrshire Railway Company ; the Knott End Railway Company ; the Leek and Manifold Valley Light Railway Company; the Maryport and Carlisle Railway Company ; the Mold and Denbigh Junction Railway Company; the North and South Western "Junction Railway Company ; the North London Railway. Company; the Portpatrick and Wigtown; shire Joint Committee; the Shropshire Union Railways and Canal Company ; the Sol way Junction Railway Company ; the Stratford-upon-Avon and Midland .Jnnction Railway Company ; .the Tottenham and Forest Gate Railway Company ; the Wick and Lybster Light Railway Company ; the Wirral Railway Company; the Yorkshire Dales Railway (Skipton to Grassington) Company.  4. The Brackenhill Light Rail, way Company ; the Colne Valley and Halstead Railway Company ; the East and West Yorkshire Union Railways Company ; the East Lincolnshire Railway Company ; the Edinburgh and Bathgt'.te Railway Company; the Foree" Railway Company ; the Forth and Clyde Junction Railway Company; the Gifford"and

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1. Groups.	2. Constituent Companies.	3. Subsidiary Companies.
		Garrald Railway Company; the Great North of England, Clarence and Hartlepool Junction Railway Company ; the Horncastle Railway Company ; the Humber Commercial Railway and Dock Company ; the Kilsyth and Bonnybiidge Railway Company ; the Lauder Light Railway Company ; the London and Blackwall Railway Company ; the Mansfield Railway Company ; the Mid-Suffolk Light Railway Company ; the Newburgh and North Fife Railway Company ; the North Lindsey Light Railways Company ; the Nottingham and Grantham Railway and Canal Company ; the Nottingham Joint Station Committee ; the Nottingham Suburban Railway Company ; the Seaforth and Seftoii Junction Railway Company ; the Sheffield District Railway Company ; the South Yorkshire Junction Railway Company ; the Stamford and Essendine Railway Company ; the West Riding Railway Committee.

SECOND SCHEDULE

Sections 3 and 8.

BOARD OF DIRECTORS OF AMALGAMATED COMPANY.

**PART I**

FIRST YEAR.

- 1 For the period commencing on the date when the amalgamation scheme comes into operation and ending on the date of the general meeting of the amalgamated company in the following year, the company shall be directed by a board consisting

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of such number of persons as may be fixed by the scheme elected by the proprietors of the several constituent companies not exceeding, in the case of the North Western Midland and West Scottish Group, and the North Eastern Eastern and East Scottish Group, twenty-eight, in the case of the Western Group, twenty-live, and in the case of the Southern Group, twenty-one.

- 2 Before the date when the amalgamation scheme comes into operation the proprietors of each constituent company shall elect from amongst the directors of the company holding office at the time such number as may be fixed by the scheme to serve as directors of amalgamated companies as aforesaid.
- 3 The directors so elected shall hold office until the date of the said general meeting and shall then retire, but any director so retiring may, if otherwise qualified, be elected as a director of the company under the provisions hereinafter contained.
- 4 In the event of a casual vacancy occurring during the said period amongst the directors, the vacancy shall be filled by a person co-opted by the other directors, being a person who was a director of the constituent company by the proprietors of which the vacating director was elected.

## PART II

### AFTER THE FIRST YEAR.

- 1 As from the date of the general meeting of the amalgamated company in the year following that in which the amalgamation scheme comes into operation, the company shall be directed by a board of directors consisting of such number of members elected by the proprietors of the company as may be specified in the scheme not exceeding, in the case of the North Western Midland and West Scottish Group and the North Eastern Eastern and East Scottish Group, twenty-eight, in the case of the Western Group twenty-five, and in the case of the Southern Group twenty-one.
- 2 The qualification of a director shall be the holding in his own right of such amount of the share capital of the amalgamated company as may be specified in the scheme, and, subject as hereinafter provided, the term of office of such a director shall be three years, but on retirement he may, if otherwise qualified, be re-elected.
- 3 Any casual vacancy occurring among the directors shall be filled by a person co-opted by the other directors, and any director co-opted to fill a casual vacancy shall hold office for the same period as that for which his predecessor would have held office.
- 4 On the first election of directors, one-third of the total number of directors, or if their number is not a multiple of three then the number nearest to but not exceeding one third (failing agreement to be selected by lot) shall be deemed to have been elected for one year, and one-third or such nearest number as aforesaid (failing agreement to be selected by lot) for two years.
- 5 Subject to the foregoing provisions of this Schedule, the provisions of the Companies Clauses (Consolidation) Act, 1845, with respect to the appointment and rotation of directors shall apply.

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### THIRD SCHEDULE

Sections 3, 5, and 14.

#### EXISTING OFFICERS AND SERVANTS.

The following provisions shall apply in respect to persons who at the date of the passing of this Act are, and for a period of not less than five years have been, officers or servants of any constituent company or subsidiary company, and who shall not, prior to the amalgamation or absorption of such constituent or subsidiary company, have become pensioners or annuitants in accordance with the rules of any railway pension or superannuation fund of which they may be members, or have voluntarily retired, or have been removed from the service of any such constituent or subsidiary company by reason of misconduct or incapacity (all of which officers and servants are in this Schedule hereinafter referred to as "existing officers and servants"):

- (1) Every existing officer and servant shall, as from the date of amalgamation or absorption, become an officer or servant of the amalgamated company:
- (2) The amalgamated company may abolish the office or situation of any existing officer or servant which they deem unnecessary, and any existing officer or servant required to perform duties such as are not analogous or which are an unreasonable addition to those which as an officer or servant of the company from whom he was transferred he was required to perform may relinquish his office or situation :
- (3) No existing officer or servant so transferred shall, without his consent, be by reason of such transfer in any worse position in respect to the conditions of his service as a whole (including tenure of office, remuneration, gratuities, pension, superannuation, sick fund or any benefits or allowances whether obtaining legally or by customary practice of the constituent or subsidiary company) as compared with the conditions of service formerly obtaining with respect to him:
- (4) If any question arises as to whether the provisions of the last foregoing paragraph have been complied with, the question shall be referred to a standing arbitrator or board of arbitration appointed by the Lord Chancellor, and, if the arbitrator or board consider that those provisions have not been complied with, and that the officer or servant has thereby suffered loss or injury, they shall award him such sum to be paid by the amalgamated company as they think sufficient to compensate him for such loss or injury:
- (5) Every existing officer or servant whose office or situation is so abolished or who so relinquishes his office or service or whose services are dispensed with on the ground that they are not required or for any reason not being on account of any misconduct or incapacity, or whose salary, wages, or remuneration are reduced on the ground that his duties have been diminished, or who otherwise suffers any direct pecuniary loss by reason of the amalgamation or absorption (including any loss of prospective superannuation or other retiring or death allowances and allowances payable to his widow or orphan children, whether obtaining legally or by customary practice of the constituent or subsidiary company), shall be entitled to be paid compensation for such pecuniary loss, to be determined and paid by the amalgamated company, subject to appeal to such standing arbitrator or board of arbitration as aforesaid, in accordance with the provisions contained in section, one hundred and twenty of the Local Government Act, 1888, relating to compensation to existing officers, and those provisions shall apply accordingly as if they were herein re-enacted with the necessary modifications. For the purpose of this schedule, any solicitor who was continuously retained by a company as their chief legal adviser for the period of five years before the passing of this Act shall be deemed to be an existing officer of the company:

Provided that, in the case of any officer or servant who was appointed to his office as a specially qualified person at an age exceeding that at which public service usually begins or of any officer or servant who suffers any loss of prospective superannuation or other retiring or death allowances as aforesaid, such addition may be made to the amount of compensation authorised under the said provisions as may seem just, having regard to the particular circumstances of such case:

Provided further that the expression in subsection (1) of section one hundred and twenty of the Local Government Act, 1888, "the Acts and Rules relating to Her Majesty's Civil Service " shall mean the Acts and Rules relating to His Majesty's Civil Service which were in operation at the date of the passing of the Local Government Act, 1888.

- (6) The fee payable to an arbitrator or member of a board of arbitration under this Schedule shall be such as the Lord Chancellor may fix, and that fee shall be paid by the amalgamated company concerned.

#### FOURTH SCHEDULE

Section 30.

##### DIVISION AND FORM OF SCHEDULES OF CHARGES.

The parts into which every schedule of charges submitted by a company to the rates tribunal is to be divided shall be as follows : —

Part I containing the charges in respect of the goods and minerals comprised in the several classes of merchandise (including dangerous goods and goods specially liable to damage) specified in the classification;

Part II containing the charges in respect of animals ;

Part III containing the charges in respect of carriages;

Part IV containing the charges in respect of perishable merchandise by passenger train or other similar service ;

Part V containing the charges in respect of small parcels;

Part VI containing the charges in respect of merchandise of an exceptional character;

Part VII containing the fares and charges to be taken for the conveyance of passengers and their luggage, and for live stock, carriages, parcels and articles of merchandise (other than those included in Part IV.) by passenger train or other similar service ;

Part VIII containing the charges in respect of any toll payable by a trader.

The forms of the various Parts shall in the case of Parts V, VI, VII, and VIII, be such as the rates tribunal direct, and in the case of Parts I, II, III, and IV, be the following forms:—





**PART III**

CARRIAGES.

Description	Rate for Conveyance per Mile.					Service Terminals.									
	For the first Miles or any part of such Distance	For the next Miles or any part of such Distance	For the next Miles or any part of such Distance	For the next Miles or any part of such Distance	For the remainder of the Distance	Station Terminal at each End.		Loading.		Unloading.		Covering.		Uncovering.	
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
1.															
2.															
3.															
etc.															

**PART IV**

PERISHABLE MERCHANDISE BY PASSENGER TRAIN.

*Division I.*

Description

*Division I.*

Description, etc



## FIFTH SCHEDULE

Section 55.

### MISCELLANEOUS PROVISIONS AS TO RATES.

#### *Calculation of distance.*

- 1 In calculating the distance along the railway for the purpose of the charge for conveyance of any merchandise the company shall not include any portion of its railway which may in respect of that merchandise be the subject of a charge for a station terminal.

#### *Calculation of charges on weight and measurement.*

- 2 Unless otherwise agreed between the company and the trader, all charges shall, so far as practicable, be based upon the gross weight of the merchandise when received by the company determined according to the imperial avoirdupois weight, but the rates tribunal may specify any articles of merchandise upon which the charges may be calculated in reference to cubic capacity, and shall prescribe the method by which the cubic contents for the purpose of charge is to be calculated.

#### *Traders trucks.*

- 3 (1) Where merchandise is conveyed in trucks not belonging to the company, the trader shall be entitled to recover from the company a reasonable sum by way of demurrage for any detention of his trucks beyond a reasonable period either by the company or by any other company over whose railway the trucks have been conveyed under a through rate or contract.

Any difference arising under this provision shall be determined by the rates tribunal at the instance of either party.

- (2) Where merchandise conveyed in a separate truck is loaded or unloaded elsewhere than in a shed or building of the Company, the company may not charge to a trader any service terminal for the performance by the company of any of the said services if the trader has requested the company to allow him to perform the service for himself, and the company has unreasonably refused to allow him to do so. Any dispute between a trader and the company in reference to any service terminal charged to a trader who is not allowed by the company to perform for himself the service shall be determined by the rates tribunal.

#### *Charges for sidings and accommodation.*

- 4 Nothing in this Act shall prevent the company from making and receiving, in addition to the charges authorised by this Act, charges and payments by way of rent or otherwise for sidings or other structural accommodation provided or to be provided for the private use of traders and not required by the company for dealing with the traffic for the purposes of conveyance:

Provided that the amount of such charges or payments shall be fixed by an agreement in writing signed by the trader or by some person duly authorised on his behalf or determined, in case of difference, by the rates tribunal.

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*Charges for transshipment.*

- 5 In respect of merchandise received from or delivered to another railway company having a railway of a different gauge, the company may make a reasonable charge for any service of transshipment performed by it, the amount of such charge to be determined in case of difference by the rates tribunal.

*Charges for use of trucks.*

- 6 (1) The company may charge for the use of trucks provided by it for the conveyance of merchandise, when the provision of trucks is not included in the rates for conveyance, such sums as the rates tribunal determine.
- (2) Where, for the conveyance of merchandise other than merchandise in respect of which the rates for conveyance do not include the provision of trucks, the company does not provide trucks, the charge for conveyance shall be reduced by such sum as the rates tribunal determine.
- (3) The company shall not be required to provide trucks for the conveyance of merchandise in respect of which the provision of trucks is not included in the rate for conveyance, nor for the conveyance of lime in bulk or salt in bulk or any merchandise liable to injure trucks, but in all such cases traders shall be entitled to provide their own trucks :

Provided that any dispute between the company and a trader as to whether any specific kind of merchandise is liable to injure trucks may be referred to the rates tribunal but on any such reference it shall lie on the trader requiring the merchandise to be carried to show that such merchandise will not injure the trucks.

*Return of empty trucks.*

- 7 Where merchandise is conveyed in a trader's truck, the company shall not make any charge in respect of the return of the truck empty, provided that the truck is returned empty from the consignee and station or siding to whom and to which it was consigned, loaded direct to the consignor and station or siding from whom and whence it was so consigned, and, where a trader forwards an empty truck to any station or siding from the purpose of being loaded with merchandise, the company shall make no charge in respect of the forwarding of such empty truck, provided the truck is returned to it loaded for conveyance, direct to the consignor and station or siding from whom and whence it was so forwarded.

*Charges for conveyance on railway of another company.*

- 8 Subject to the provisions of this Act, any company conveying merchandise on the railway of another company or performing any of the services for which rates or charges are authorised by this Act, shall be entitled to charge and make the same rates and charges as such other company are authorised to make.

*Dock and shipping charges.*

- 9 Nothing in this Act shall affect the right of a company to make any charges which it is authorised by any Act of Parliament to make in respect of any accommodation or services provided or rendered by the company at or in connection with docks or shipping places.

*Provisions as to perishables.*

- 10 The following provisions and regulations shall be applicable to the conveyance of perishable merchandise by passenger train:—
- (a) The company shall afford reasonable facilities for the expeditious conveyance of the articles classified as perishables, either by passenger train or other similar service:
  - (b) Such facilities shall be subject to the reasonable regulations of the company for the convenient and punctual working of its passenger train service, and shall not include any obligation to convey perishables by any particular train :
  - (c) The company shall not be under obligation to convey by passenger train, or other similar service, any merchandise other than perishables :
  - (d) Any question as to the facilities afforded by the company under these provisions and regulations shall be determined by the rates tribunal.

*Charges for services not otherwise provide for.*

- 11 (1) A company may charge for the services hereunder mentioned, or any of them when rendered to a trader at his request or for his convenience a reasonable sum:—
- (i) Services rendered by the company at or in connection with sidings not belonging to the company in "respect of which no rate or charge is otherwise provided ;
  - (ii) The collection or delivery outside a terminal station, otherwise than is provided for by section forty-nine of this Act, of merchandise which is to be, or has been, carried by railway;
  - (iii) Weighing merchandise;
  - (iv) The detention of trucks or the use or occupation of any accommodation before or after carriage beyond such period as shall be" reasonably necessary for enabling the company to deal with the merchandise as carriers thereof, or the consignor or consignee to give or take delivery thereof; or, in cases in which the merchandise is consigned to an address other than the terminal station, beyond a reasonable period from the time when notice has been delivered at such address that the merchandise has arrived at the terminal station for delivery and services rendered in connection with such use and occupation;
  - (v) Loading or unloading, covering or uncovering, merchandise in respect of which no charge is provided ;
  - (vi) The use of coal drops ;
  - (vii) The provision by the company of accommodation at a waterside wharf and special services rendered thereat by the company in respect of loading or unloading merchandise into or out of vessels or barges where no special charge is prescribed by any Act of Parliament, provided that the charge under this, sub-paragraph shall, for the purposes of any disintegration of rate, be deemed to be a dock charge ;
  - (viii) Any accommodation or services provided or rendered by the company within the scope of its undertaking, and in respect of which no provisions are made by this Schedule.
- (2) Any difference arising under this paragraph shall be determined by the rates tribunal at the instance of either party, provided that, where before any service is rendered, a trader has given notice in writing to the company that he does not require it,

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the service shall not be deemed to be rendered at the trader's request or for his convenience.

- (3) Subject to the provisions of this paragraph, any charge hereunder made by a company in' accordance with an order of the rates tribunal in force for the time being may be recovered by action in a court of law.
- 12 The standard rate for conveyance is the rate which the company may charge for the conveyance of merchandise by merchandise train and, subject to the exceptions and provisions specified in this Schedule, includes the provision of locomotive power and trucks by the company and every other expense incidental to such conveyance not otherwise herein provided for.
- 13 The standard station terminal is the charge which the company may make to a trader for the use of the accommodation (exclusive of coal drops) provided and for the duties undertaken by the company, for which no provision is made in this Schedule at the terminal station for or in dealing with merchandise as carriers thereof before or after conveyance.
- 14 The standard service terminals are the charges which the company may make to a trader for the following services when rendered to or for a trader, that is to say, loading, unloading, covering, and uncovering merchandise, which charges shall, in respect of each service, be deemed to include all charges for the provision by the company of labour, machinery, plant, stores and sheets.
- 15 Where a consignment by merchandise train is over three hundredweight, a fraction of a quarter of a, hundredweight may be charged for as a quarter of a hundredweight.
- 16 For a fraction of a mile the company may charge according to the number of quarters of a mile in that fraction, and a fraction of a quarter of a mile may be charged for as a quarter of a mile.
- 17 Articles sent in large aggregate quantities, although made up of separate parcels such as bags of sugar, coffee, and the like, shall not be deemed to be small parcels.
- 18 For any quantity of merchandise less than a truck load which the company either receive or deliver in one truck on or at a siding not belonging to the company, or which from the circumstances in which the merchandise is tendered or the- nature of the merchandise the company is obliged or required to carry in one truck, the company may charge as for a reasonable minimum load having regard to the nature of the merchandise.
- 19 The term " terminal station " means a station or place upon the railway at which a consignment of merchandise is loaded or unloaded before or after conveyance on the railway, but does not include any station or junction at which the merchandise in respect of which any terminal is charged has been exchanged with, handed over to, or received from any railway company, or a junction between the railway and a siding let by or not belonging to the company, or in respect of merchandise passing to or from such siding, any station with which such siding may be connected, or any dock or shipping place the charges for the use of which are regulated by Act of Parliament.
- The term " siding " includes branch railways not belonging to a railway company.
- 20 In this Schedule the word " company " means a railway company with respect to which a schedule of standard charges is in operation, and the word " trader " includes any person sending or receiving or desiring to send or receive merchandise by railway.

SIXTH SCHEDULE

Section 56.

Act amended.	Nature of Amendment.
<p><a href="#">The Carriers Act, 1830. (11 Geo. 4. and 1 Will. 4. c. 68.)</a></p>	<p>In section one, the words " silks in a manufactured or unmanufactured state and " whether wrought up or not wrought up " with other materials " shall be repealed, and the word " twenty-five " shall be substituted for " ten. "</p> <p>In section two the word " twenty-five " shall be substituted for the word " ten. "</p> <p>The following new section shall be added after section 10 :—</p>
<p><a href="#">The Railways Clauses Act, 1845 (8 &amp; 9 Vict. c. 20)</a>, as incorporated in any Act, whether passed before or after the passing of this Act.</p>	<p>“<b>11</b> In this Act the expression 'common carrier by land' shall include a common carrier by land who is also a carrier by water, and as regards every such common carrier this Act shall apply to carriage by water in the same manner as it applies to carriage by land.”</p> <p>In section three after the words " The word 'toll' shall include any rate or charge or other payment payable under the special " Act" there shall be inserted the words " or Axed by the rates tribunal under the " provisions of the Railways Act, 1921."</p> <p>In section ninety-eight for the words " number " or quantity of goods conveyed by any such " carriage" there shall be substituted the words " full name and address of the consignee and such particulars of the nature, " weight (inclusive of packing), and number " of parcels or articles of merchandise handed " to the company for conveyance at may " be necessary to enable the company to " calculate the charges therefor."</p> <p>The following subsection shall be added at the end of section ninety-eight:—</p>
	<p>“(2) The company shall be entitled to refuse to convey any merchandise delivered to them for conveyance as aforesaid in respect of which the foregoing provisions of this section have not. been complied with, or to examine, weigh or count the same and make such reasonable charge therefor as they think fit:</p>

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Act amended.	Nature of Amendment.
<p><a href="#">The Railway Clauses (Scotland) Act, 1845 (8 &amp; 9 Vict. c. 33)</a>, as incorporated in any , Act, whether passed before or after the passing of this Act.</p>	<p style="text-align: center;">Nature of Amendment.</p> <p>Provided that the company shall not refuse to convey the parcels or articles of merchandise handed to them for conveyance as aforesaid without giving the person an opportunity of having them weighed or counted upon payment of a, reasonable charge.”</p> <p>In section three after the words "The word " ' toll' shall include any rate or charge or " other payment payable under the special "Act" there shall be inserted the words " or fixed by the rates tribunal under the " provisions of the Railways Act, 1921."</p> <p>In section ninety-one, for the words number " or quantity of goods conveyed by any such " carriage" there shall be substituted the words "full name and address' of the consignee and such particulars of the nature, " weight (inclusive of packing), and number " of parcels or articles of merchandise " handed to the company for conveyance " as may be necessary to enable the company to calculate the charges therefor."</p> <p>The following subsection shall be added at the end of section ninety-one :—</p> <p>“(2) The company shall be entitled to refuse to convey any merchandise delivered to them for conveyance as aforesaid in respect of which the foregoing provisions of this section have not been complied with, or to examine, weigh, or count the same and make such reasonable charge therefor as they think fit: Provided that the company shall not refuse to convey the parcels or articles of merchandise handed to them for conveyance as aforesaid without giving the person an opportunity of having them weighed or counted upon payment of a reasonable charge.”</p>
<p><a href="#">The Railway and Canal Traffic Act, 1854 (17 &amp; 18 Vict. c. 31)</a>.</p>	<p>In section seven, for the words "for any " horse fifty pounds, for any neat cattle " per head fifteen pounds, for any sheep " or pigs per head two pounds " there shall be substituted the words " for any horse " one hundred pounds, for neat cattle per " head</p>



Act amended.	Nature of Amendment.
<p>The Railways Clauses' Act, 1863 (26 &amp; 27 Vict. c. 92), as incorporated in any Act, whether passed before or after the passing of this Act.</p>	<p>fifty pounds, for any other animal " five pounds."</p> <p>Section thirty-one shall be repealed.</p>
<p>The Regulation of Railways Act, 1868 (31 &amp; 32 Vict. c. 119).</p>	<p>In section thirty-four after the words " to act as directors " there shall be inserted, the words " Provided that it shall not be obligatory on " any such company to reprint such book in " any year if in their opinion the prescribed " corrections can conveniently be made in " manuscript."</p>

## SEVENTH SCHEDULE

Section 66.

## NATIONAL AGREEMENTS IN REGARD TO RATES OF PAY AND CONDITIONS OF SERVICE OF EMPLOYEES OF THE RAILWAY COMPANIES IN GREAT BRITAIN.

Date.	Parties to Agreement.	Nature of Agreement.
29th August 1919.	<p>Railway Executive Committee acting on behalf of the Government, the National Union of Railwaymen, and the Associated Society of Locomotive Engineers and Firemen.</p>	<p>Rates of pay and conditions of service of drivers, firemen, motor-men, &amp;c.</p>
1st March 1920.	<p>Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, the Railway Clerks' Association, and the National Union of Railwaymen.</p>	<p>Rates of pay and conditions of service of station masters, goods agents, yard masters, assistant station masters, assistant goods agents, &amp;c.</p>
1st March 1920.	<p>Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, the Railway Clerks' Association, and the National Union of Railwaymen.</p>	<p>Rates of pay and conditions of service of railway male clerical staff.</p>
20th March 1920,	<p>Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, the National</p>	<p>Rates of pay and conditions of service of adult male staff in conciliation grades.</p>

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Date.	Parties to Agreement.	Nature of Agreement.
20th April 1920.	Union of Railwaymen' and the Associated Society of Locomotive Engineers and Firemen.  Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, the Railway Clerks' Association, and the National Union of Railwaymen.	Rates of pay and conditions of service of railway male supervisory staff.
20th May 1920.	Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, the Railway Clerks' Association, and the National Union of Railwaymen.	Rates of pay and conditions of service of staff employed in traffic control offices.
4th August 1920.	Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, and the National Union of Railwaymen.	Rates of pay of staff employed at railway-owned docks, other than supervisory, dredging, grabbing, power house, and tug-boat men.
20th August 1920.	Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, the National Union of Railwaymen, and the Railway Clerks' Association.	Rates of pay and conditions of service of women and girl clerks.
11th November 1920.	Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, the National Union of Railwaymen, and the Railway Clerks' Association.	Rates of pay and conditions of service of male dock supervisory staff.
1st December 1920.	Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, and the National Union of Railwaymen.	Rates of pay and conditions of service of dredging' and tug-boat staff.
2nd December 1920.	Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, and the National Union of ' Railwaymen.	Rates of pay and conditions of service of operating staff employed at hydraulic and steam pumping plant on railway-owned docks.

Date.	Parties to Agreement.	Nature of Agreement.
19th March 1921.	Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, and the National Union of Railwaymen.	Rates of pay and conditions of service of men employed on small passenger steamers, tenders, ferryboats, and lake steamers.
19th March 1921.	Negotiating Committee of General Managers acting on behalf of the Ministry of Transport, the National Union of Railwaymen, and the Railway Clerks' Association.	Rates of pay and conditions of service of supervisors employed on dredging plant, tugboats, small passenger steamers, tenders, ferryboats, and lake steamers.

## EIGHTH SCHEDULE

Section 77.

SCHEDULE OF STATISTICS TO BE SUPPLIED BY RAILWAY COMPANIES  
OF GREAT BRITAIN IN ADDITION TO THOSE FURNISHED UNDER  
RAILWAY COMPANIES (ACCOUNTS AND RETURNS) ACT, 1911.

1. Freight receipts, tons and ton-miles.	Monthly.
2. Tons and receipts of selected commodities conveyed at freight train rates.	Monthly.
3. Commodity ton-miles	Monthly.
4. Passenger journeys and receipts.	Monthly.
5. Passenger miles	Periodically.
6. Quantities and receipts of parcels and miscellaneous traffic conveyed at coaching train rates.	Monthly.
7. Train and engine miles and hours of company's engines over own and other systems.	Monthly.
8. Train and engine miles and hours over company's system by own and other companies' engines.	Monthly.
9. Locomotives in use	Monthly.
10. Loaded and empty wagon miles.	Monthly.
11. Consumption of coal, electricity, and oil by locomotives.	Monthly.
12. Construction and repair of rolling stock.	Half-yearly.
13. Marshalling yard statistics	For a period of one month each half-year.

*Status: This is the original version (as it was originally enacted).*

14. Census of staff showing number of men in each grade at each rate of pay.	Annually.
15. Tonnage conveyed on canals, separating principal commodities.	Monthly.
16. Analysis of time spent by ships in port at railway-owned docks.	Monthly.
17. Tonnage dealt with and cost of working at selected goods depots.	For a period of one month each half year.
18. Tonnage carted and cost per ton at selected stations. Motor cost to be distinguished from horse cost.	For a period of one month each half-year.
19. Capacity of wagon stock of various types.	Annually.

## NINTH SCHEDULE

Section 86.

### ENACTMENTS REPEALED.

#### PART I

Session and Chapter.	Short Title.	Extent of Repeal.
<a href="#">57 &amp; 58 Vict. c. 54.</a>	The Railway and Canal Traffic Act, 1894.	Section one.
<a href="#">59 &amp; 60 Vict. c. 48.</a>	The Light Railways Act, 1896.	Subsections (1), (3), (4), (5), (6), and (7) of section one. Section four. Section five except proviso (c) to subsection (1) thereof. Section six. Subsections (5) and (6) of section seven. Section eight. Subsections (2), (5), and (6) of section nine. In subsection (1) of section nine the words " for confirmation." In section fifteen the word " whether " and the words " or " before the Light Railway Com-" missioners," "or the Light " Railway Commissioners," and "

*Status: This is the original version (as it was originally enacted).*

Session and Chapter.	Short Title.	Extent of Repeal.
1 Edw. 7. c. 36.	The Light Railways Commissioners (Salaries) Act, 1901.	and of the proceedings of the " Light Railway Commissioners." In section twenty-two the words " the Light Railway Commissioners, or if any objection to " any draft, order is made to" " the Commissioners and" and " respectively." The whole Act.
2 & 3 Geo. 5. c. 19.	The Light Railways Act, 1912.	Subsection (1) of section one. Section two. Section three. Section eight. In subsection (1) of section nine the words " subject to the special " provisions of this Act with " respect to the Light Railway " Commissioners acting as arbitrators." Section ten.
2 & 3 Geo. 5. c. 29.	The Railway and Canal Traffic Act, 1913.	The whole Act.
10 & 11 Geo. 5. c. 14.	The Tramways (Temporary Increase of Charges) Act, 1920.	In section two the words " the " Light Railway Commissioners " and "
10 & 11 Geo. 5 c. 73.	The Expiring Laws, Continuance Act, 1920.	Part I. of the Schedule as far as it relates to the powers of the Light Railway Commissioners.

## PART II

36 & 37 Vict. c. 48.	The Regulation of Railways Act, 1873.	Section fourteen, except so far as it relates to light railway and canal companies, and section fifteen, except so far as it relates to canal companies.
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*Status: This is the original version (as it was originally enacted).*

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51 & 52 Vict. c. 25.

The Railway and Canal  
Traffic Act, 1888.

Section twenty-five from "  
Provided that no application"  
to the end of the section, and  
sections twenty-six, thirty-  
one, thirty-three, and thirty-  
four, except so far as those  
sections, including the said  
section twenty-five, relate to  
canals and canal companies,  
or to through rates where  
part of the through rate is  
over a canal, and except so  
far as sections thirty-three  
and thirty-four relate to light  
railways and light railway  
companies.

57 & 58 Vict. c. 54.

The Railway and Canal  
Traffic Act, 1894.

Section three, except so far as  
it relates to light railway and  
canal companies, and section  
four.