

Status: Point in time view as at 28/04/2003.

Changes to legislation: There are currently no known outstanding effects for the Railways Clauses Consolidation Act 1845. (See end of Document for details)

[^F1] SCHEDULES

FIRST SCHEDULE

PERCENTAGE OF CONTRIBUTION

Modifications etc. (not altering text)

- C1** Schs. 1-3 incorporated (with modifications) (16.10.1996) by [S.I. 1996/2660, art. 4\(1\)\(3\)](#)
Schs. 1-3 incorporated (with modifications) (11.11.1996) by [S.I. 1996/2714, art. 3\(1\)\(2\)](#)
Schs. 1-3 incorporated (with modifications) (10.2.1997) by [S.I. 1997/264 art. 3\(1\)\(3\)](#)
Schs. 1-3 applied (10.2.1997) by [S.I. 1996/264 art. 7\(3\)](#)
Schs. 1-3 incorporated (with modifications) (21.5.1997) by [S.I. 1997/1266, art. 3\(1\)\(2\)](#)
Schs. 1-3 incorporated (with modifications) (29.7.1997) by [S.I. 1997/1688, arts. 3\(1\)\(2\), 13\(7\)](#)
Schs. 1-3 incorporated (with modifications) (9.10.1997) by [S.I. 1997/2534, art. 3\(1\)\(3\)](#)
Schs. 1-3 incorporated (with modifications) (27.8.1998) by [S.I. 1998/1936, art. 3\(1\)\(2\)](#)
Schs. 1-3 incorporated (with modifications) (21.7.1999) by [S.I. 1999/2129, art. 3\(1\)\(2\)](#)
Schs. 1-3 incorporated (with modifications) (20.8.1999) by [S.I. 1999/2336, art. 3\(1\)\(2\)](#)
Schs. 1-3 incorporated (with modifications) (4.8.2000) by [S.I. 2000/2585, art. 3\(1\)\(2\)](#)
Schs. 1-3 incorporated (with modifications) (18.7.2001) by [S.I. 2001/2870, art. 3\(1\)\(2\)](#)
Schs. 1-3 incorporated (with modifications) (9.11.2001) by [S.I. 2001/3682, art. 3\(1\)\(3\)](#)
Schs. 1-3 incorporated (with modifications) (12.2.2002) by [S.I. 2002/366, art. 3\(1\)](#) (with Sch. 2)
Schs. 1-3 incorporated (with modifications) (30.4.2002) by [S.I. 2002/1065, art. 3\(1\)](#)
C2 Schs. 1-3 incorporated (28.4.2003) by [Network Rail \(West Coast Main Line\) Order 2003 \(S.I. 2003/1075\), arts. 1, 3\(1\)](#) (with art. 40)

Depth in Yards.	Percentage.	Depth in Yards.	Percentage.
160	Nil.	270	21
170	3	280	23
180	5	290	24
190	8	300	25
200	10	350	30
210	12	400	35
220	14	450	40
230	15	500	45
240	16	550	50
250	17	600	55
260	19	650 and over	60

The percentage at intermediate depths to be in proportion.

Status: Point in time view as at 28/04/2003.

Changes to legislation: There are currently no known outstanding effects for the
Railways Clauses Consolidation Act 1845. (See end of Document for details)

SECOND SCHEDULE

RULES FOR ASCERTAINING AREA FOR THE PURPOSE OF COMPUTING MAXIMUM LIABILITY OF MINE OWNER IN RESPECT OF AUTHORISED WORKINGS.

Modifications etc. (not altering text)

- C3** Schs. 1-3 incorporated (with modifications) (16.10.1996) by [S.I. 1996/2660](#), **art. 4(1)(3)**
 Schs. 1-3 incorporated (with modifications) (11.11.1996) by [S.I. 1996/2714](#), **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (10.2.1997) by [S.I. 1997/264](#) art. 3(1)(3)
 Schs. 1-3 applied (10.2.1997) by [S.I. 1996/264](#) art. 7(3)
 Schs. 1-3 incorporated (with modifications) (21.5.1997) by [S.I. 1997/1266](#), **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (29.7.1997) by [S.I. 1997/1688](#), **arts. 3(1)(2)**, 13(7)
 Schs. 1-3 incorporated (with modifications) (9.10.1997) by [S.I. 1997/2534](#), **art. 3(1)(3)**
 Schs. 1-3 incorporated (with modifications) (27.8.1998) by [S.I. 1998/1936](#), **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (21.7.1999) by [S.I. 1999/2129](#), **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (20.8.1999) by [S.I. 1999/2336](#), **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (4.8.2000) by [S.I. 2000/2585](#), **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (18.7.2001) by [S.I. 2001/2870](#), **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (9.11.2001) by [S.I. 2001/3682](#), **art. 3(1)(3)**
 Schs. 1-3 incorporated (with modifications) (12.2.2002) by [S.I. 2002/366](#), **art. 3(1)** (with [Sch. 2](#))
 Schs. 1-3 incorporated (with modifications) (30.4.2002) by [S.I. 2002/1065](#), **art. 3(1)**

- 1 The area shall extend laterally on each side of (but not including) the inner area of protection to the following distance therefrom:—

If the depth of the seam is 160 yards or under	Nil.
If the depth of the seam exceeds 160 yards, but does not exceed 170 yards	1½ yards.
If the depth of the seam exceeds 170 yards, but does not exceed 180 yards	2½ yards.
If the depth of the seam exceeds 180 yards, but does not exceed 190 yards	4½ yards.
If the depth of the seam exceeds 190 yards, but does not exceed 200 yards	5½ yards.
If the depth of the seam exceeds 200 yards, but does not exceed 210 yards	7 yards.
If the depth of the seam exceeds 210 yards, but does not exceed 220 yards	8 yards.
If the depth of the seam exceeds 220 yards, but does not exceed 230 yards	9 yards.
If the depth of the seam exceeds 230 yards, but does not exceed 240 yards	9½ yards.
If the depth of the seam exceeds 240 yards, but does not exceed 250 yards	10 yards.

Status: Point in time view as at 28/04/2003.

Changes to legislation: There are currently no known outstanding effects for the Railways Clauses Consolidation Act 1845. (See end of Document for details)

If the depth of the seam exceeds 250 yards	To a line descending outwards from the railway or works at an angle of one horizontal to five vertical from a point on the boundary of the railway or works at rail level until the depth of 650 yards is reached and thence descending vertically.
--------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

- 2 The area shall extend longitudinally for a distance co-extensive with the part of the railway or works upon which expenditure has been incurred in making good the damage, together with a length beyond that distance at either end thereof equal to one-half of the mean depth of the seam or seams in question.

THIRD SCHEDULE

RULES FOR DETERMINING PERCENTAGE OF CONTRIBUTIONS TO ADDITIONAL EXPENSES FOR DAMAGES PAYABLE BY A COMPANY

Modifications etc. (not altering text)

- C4** Schs. 1-3 incorporated (with modifications) (16.10.1996) by S.I. 1996/2660, **art. 4(1)(3)**
 Schs. 1-3 incorporated (with modifications) (11.11.1996) by S.I. 1996/2714, **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (10.2.1997) by S.I. 1997/264 art. 3(1)(3)
 Schs. 1-3 applied (10.2.1997) by S.I. 1997/264, **art. 7(3)**
 Schs. 1-3 incorporated (21.5.1997) by S.I. 1997/1266, **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (29.7.1997) by S.I. 1997/1688, **arts. 3(1)(2), 13(7)**
 Schs. 1-3 incorporated (with modifications) (9.10.1997) by S.I. 1997/2534, **art. 3(1)(3)**
 Schs. 1-3 incorporated (with modifications) (27.8.1998) by S.I. 1998/1936, **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (21.7.1999) by S.I. 1999/2129, **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (20.8.1999) by S.I. 1999/2336, **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (4.8.2000) by S.I. 2000/2585, **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (18.7.2001) by S.I. 2001/2870, **art. 3(1)(2)**
 Schs. 1-3 incorporated (with modifications) (9.11.2001) by S.I. 2001/3682, **art. 3(1)(3)**
 Schs. 1-3 incorporated (with modifications) (12.2.2002) by S.I. 2002/366, **art. 3(1)** (with Sch. 2)
 Schs. 1-3 incorporated (with modifications) (9.4.2002) by S.I. 2002/1065, **art. 3(1)**

- 1 The percentage shall be one hundred if the specified minerals do not extend beyond the boundary of the protected works, and shall diminish by one for every one-and-a-half yards by which the specified minerals extend beyond that boundary on each side thereof.
- 2 If the specified minerals extend to one hundred and fifty yards or more beyond such boundary, no payment shall be due by the company.
- 3 If the specified minerals extend further from such boundary on one side of the railway than on the other, they shall, for the purposes of this schedule, be deemed to extend beyond such boundary for the mean of such distances on both sides of the railway.

Status:

Point in time view as at 28/04/2003.

Changes to legislation:

There are currently no known outstanding effects for the Railways Clauses Consolidation Act 1845.