

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

[^F SCHEDULES

FIRST SCHEDULE ^E ^{+W+N.I.}

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)
- C3** Schs. 1-3 incorporated (12.1.2004) by [The Alconbury Airfield \(Rail Facilities and Connection to East Coast Main Line\) Order 2003 \(S.I. 2003/3364\)](#), arts. 1, **3(1)**
- C4** Schs. 1-3 incorporated (with modifications) (4.3.2004) by [The Network Rail \(West Coast Main Line\) Order 2004 \(S.I. 2004/389\)](#), arts. 1, **3(1)(2)** (with art. 38)
- C5** Schs. 1-3 incorporated (with modifications) (4.5.2005) by [The Telford Railfreight Terminal \(Donnington\) Order 2005 \(S.I. 2005/1163\)](#), arts. 1, **3(1)**
- C6** Schs. 1-3 incorporated (with modifications) (3.7.2006) by [Port of Blyth \(Battleship Wharf Railway\) Order 2006 \(S.I. 2006/1518\)](#), arts. 1, **3(1)(3)**
- C7** Schs. 1-3 incorporated (with modifications) (13.12.2006) by [The Network Rail \(Thameslink 2000\) Order 2006 \(S.I. 2006/3117\)](#), arts. 1, **3(1)(2)** (with arts. 34, 35(2))
- C8** Schs. 1-3 incorporated (with modifications) (28.9.2007) by [London Gateway Logistics and Commercial Centre Order 2007 \(S.I. 2007/2657\)](#), arts. 1, **4(1)(2)** (with arts. 19, 28, Sch. 3 para. 13(2))
- C9** Schs. 1-3 incorporated (16.5.2008) by [London Gateway Port Harbour Empowerment Order 2008 \(S.I. 2008/1261\)](#), arts. 1, **7(1)** (with arts. 41(1), 45, 54(2), 55, 56, 57, 58(6))
- C10** Schs. 1-3 incorporated (with modifications) (14.10.2008) by [Felixstowe Branch Line and Ipswich Yard Improvement Order 2008 \(S.I. 2008/2512\)](#), arts. 1, **3(1)(3)** (with art. 36(3))
- C11** Schs. 1-3 incorporated (with modifications) (30.12.2009) by [South Devon Railway Order 2009 \(S.I. 2009/3281\)](#), arts. 1, **3**
- C12** Schs. 1-3 incorporated (with modifications) (E.W.) (20.7.2010) by [The Network Rail \(Nuneaton North Chord\) Order 2010 \(S.I. 2010/1721\)](#), arts. 1, **3(1)(3)**

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

- C13** Schs. 1-3 incorporated (with modifications) (E.W.) (21.4.2011) by The Network Rail (Hitchin (Cambridge Junction)) Order 2011 (S.I. 2011/1072), arts. 1, **3**
- C14** Schs. 1-3 incorporated (E.W.) (26.9.2012) by The Network Rail (Ipswich Chord) Order 2012 (S.I. 2012/2284), arts. 1, **3(1)** (with art. 26(2))
- C15** Schs. 1-3 incorporated (with modifications) (E.W.) (6.11.2012) by The Network Rail (North Doncaster Chord) Order 2012 (S.I. 2012/2635), arts. 1, **3(1)(3)** (with art. 35(2))
- C16** Schs. 1-3 incorporated (with modifications) (E.W.) (13.11.2012) by The Chiltern Railways (Bicester to Oxford Improvements) Order 2012 (S.I. 2012/2679), arts. 1, **3(1)(3)** (with art. 42(2))
- C17** Schs. 1-3 incorporated (E.W.) (21.8.2013) by The Croxley Rail Link Order 2013 (S.I. 2013/1967), arts. 1, **3(1)** (with art. 3(3))
- C18** Schs. 1-3 incorporated (with modifications) (E.W.) (21.11.2013) by The Network Rail (Redditch Branch Enhancement) Order 2013 (S.I. 2013/2809), arts. 1, **3(1)(3)** (with arts. 27(2), 39, Sch. 10 para. 4)
- C19** Schs. 1-3 incorporated (with modifications) (E.W.) (21.4.2014) by The Network Rail (Norton Bridge Area Improvements) Order 2014 (S.I. 2014/909), arts. 1, **3(1)(3)** (with art. 34(2))
- C20** Schs. 1-3 incorporated (E.W.) (19.8.2014) by The Network Rail (Huyton) Order 2014 (S.I. 2014/2027), arts. 1, **3(1)** (with art. 31(2))
- C21** Schs. 1-3 incorporated (with modifications) (E.W.) (21.4.2015) by The Network Rail (Ordsall Chord) Order 2015 (S.I. 2015/780), arts. 1, **3(1)(3)** (with art. 36(2))
- C22** Schs. 1-3 incorporated (with modifications) (E.W.) (19.12.2017) by The Network Rail (Buxton Sidings Extension) Order 2017 (S.I. 2017/1150), arts. 1, **3(1)(3)** (with art. 32(2))
- C23** Schs. 1-3 incorporated (with modifications) (E.W.) (18.4.2018) by The Network Rail (Hope Valley Capacity) Order 2018 (S.I. 2018/446), arts. 1, **3(1)(3)** (with arts. 24(8), 33(2))
- C24** Schs. 1-3 incorporated (with modifications) (E.W.) (24.8.2018) by The Network Rail (Werrington Grade Separation) Order 2018 (S.I. 2018/923), arts. 1, **3(1)(3)** (with art. 31(2))
- C25** Schs. 1-3 incorporated (E.W.) (3.11.2022) by The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order 2022 (S.I. 2022/1067), arts. 1, **3(1)** (with art. 46(2), Sch. 19 para. 61)
- C26** Schs. 1-3 incorporated (E.W.) (5.12.2022) by The Portishead Branch Line (MetroWest Phase 1) Order 2022 (S.I. 2022/1194), arts. 1, **3(1)(h)(3)** (with art. 51)
- C27** Schs. 1-3 incorporated (E.W.) (11.1.2023) by The Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (S.I. 2022/1406), arts. 1, **3(1)** (with art. 34(2), Sch. 12 paras. 5, 47, 79)
- C28** Schs. 1-3 incorporated (E.W.) (2.8.2023) by The Rother Valley Railway (Bodiam to Robertsbridge Junction) Order 2023 (S.I. 2023/815), arts. 1, **3(1)** (with art. 42)
- C29** Schs. 1-3 incorporated (with modifications) (E.W.) (25.4.2024) by The Network Rail (Church Fenton Level Crossing Reduction) Order 2024 (S.I. 2024/526), arts. 1, **3**

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

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

260

19

650 and over

60

The percentage at intermediate depths to be in proportion.

SECOND SCHEDULE **E**
+W+N.I.

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

Modifications etc. (not altering text)

- C30** 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	4½yards.
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.

*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 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.
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 E +W+N.I.

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

Modifications etc. (not altering text)

- C31** 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.

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

- 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.

Changes to legislation:

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