

1962 No. 1880

TRANSPORT

CHARGES

The Nationalised Transport (London Fares) Order 1962

Made - - - - - 23rd August 1962
Coming into Operation 1st September 1962

The Minister of Transport in exercise of his powers under section 44 of the Transport Act 1962(a) and of all other enabling powers hereby makes the following Order:—

1.—(1) This Order shall come into operation on the 1st September 1962 and may be cited as the Nationalised Transport (London Fares) Order 1962.

(2) The Interpretation Act 1889(b) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

2. As from the date when this Order comes into operation the British Transport Commission (Passenger) Charges Scheme 1959, as amended by Orders of the Transport Tribunal, dated 14th June 1961 and 9th July 1962, shall be amended so as to have effect as set out in the Schedule to this Order.

Given under the Official Seal of the Minister of Transport the 23rd August 1962.

(L.S.)

L. J. Dunnett,
 Secretary to the
 Ministry of Transport.

THE SCHEDULE

THE LONDON FARES SCHEME 1962

PART I

CITATION AND INTERPRETATION

Citation

1. This Scheme may be cited as "The London Fares Scheme 1962".

Interpretation

2.—(1) In this Scheme, except so far as the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say—

"the Boards" means the Railways Board and the London Board;

“contract carriage” has the same meaning as in the Road Traffic Act 1960(a);

“day return journey” means a return journey where the single journey does not exceed eighty miles and the inward journey is begun on the same day as the outward journey, and “day return fare” shall be construed accordingly;

“fare stage” means the distance between any fare stage point and the fare stage point next before or next after that fare stage point;

“fare stage point” means a point appointed by the London Board under paragraphs 8 and 9 of this Scheme;

“Inter-Station Omnibus Services” means services of road vehicles specially provided for the carriage of passengers between any of the London terminal stations of the Railways Board;

“London Coach Services” means the services of stage or express carriages of the London Board known as “Green Line Coaches”;

“London, Tilbury and Southend Lines” means the following railways of the Railways Board that is to say the railways:—

(a) from Fenchurch Street Station (London) to Shoeburyness via Stepney East, Dagenham East, Laindon and Pitsea;

(b) from Barking to Pitsea via Purfleet, Tilbury Town and Low Street;

(c) from Barking to Pitsea via Tilbury Town, Tilbury Riverside and Low Street;

(d) from Romford to Grays via Upminster and Ockenden;

(e) from Woodgrange Park to Barking; and

(f) from Woodgrange Park to East Ham;

“the London Passenger Transport Area” has the meaning assigned to it by Section 107 (1) of the London Passenger Transport Act 1933(b);

“the London special area” means the special area as defined in Section 107 (1) of the London Passenger Transport Act 1933;

“the London Board” means the London Transport Board referred to in Section 1 of the Transport Act 1962;

“ordinary luggage” includes, in relation to any passenger, any article, instrument, tool or other thing used by the passenger for the purposes of his profession, trade or vocation, which is carried by hand by the passenger himself and causes no inconvenience to other passengers.

“the Railways Board” means the British Railways Board referred to in Section 1 of the Transport Act 1962;

“route within the London special area” means, in the case of any route which is partly within and partly without the London special area, that part thereof which is within the said area;

“service within the London special area” means, in the case of any service which is partly within and partly without the London special area, that part thereof which is within the said area.

(2) In relation to charges made before the vesting date appointed by the Minister in pursuance of Section 31 (1) of the Transport Act 1962 references in this Scheme to the charges which may be made by the Railways Board and the London Board shall be construed as references to the charges which may be made by the British Transport Commission, being in relation to any such references to the charges which may be made by the London Board charges for the services or facilities of the London Transport Executive.

(3) The Interpretation Act 1889 shall apply to this Scheme as it applies to an Act of Parliament.

PART II

CARRIAGE OF PASSENGERS BY RAIL IN THE LONDON PASSENGER TRANSPORT AREA

Maximum Single and Return Fares

3. Subject to the provisions of paragraphs 6 and 11 of this Scheme, the London Board may charge for the carriage of passengers by rail on journeys wholly within the London Passenger Transport Area by any of their services otherwise than between Queen's Park Station and Watford Junction Station or between Harrow-on-the-Hill Station and Amersham Station or upon the Watford and Chesham Branches, and the Railways Board may charge for the carriage of passengers by rail on journeys wholly within the London Passenger Transport Area by any of their services upon the London, Tilbury and Southend Lines, fares not exceeding—

- (a) in the case of a second-class single fare, a sum ascertained in accordance with Schedule 1 to this Scheme ;
- (b) in the case of a first-class single fare, a sum greater by 50 per cent. than the sum ascertained in accordance with Schedule 1 to this Scheme as the second-class single fare for a like journey ;
- (c) in the case of a return fare a sum equal to double the sum which would have been charged as the single fare for a like journey.

4. Subject to the provisions of paragraphs 6 and 11 of this Scheme, the London Board may charge for the carriage of passengers by their rail services between Queen's Park Station and Watford Junction Station and between Harrow-on-the-Hill Station and Amersham Station and upon the Watford and Chesham branches fares not exceeding:

- (a) in the case of a second-class single fare a sum calculated at the rate of 3d. a mile ;
- (b) in the case of a first class single fare a sum calculated at the rate of 4½d. a mile ;
- (c) in the case of a return fare a sum equal to double the sum which would have been charged as the single fare for a like journey ;
- (d) in the case of a second class day return fare a sum ascertained in accordance with Schedule 2 to this Scheme ;
- (e) in the case of a first class day return fare a sum greater by 50 per cent. than the sum ascertained in accordance with Schedule 2 to this Scheme as the second-class return fare for a like journey.

5. Subject to the provisions of paragraphs 6 and 11 of this Scheme, the Railways Board may charge for the carriage of passengers by rail on journeys wholly within the London Passenger Transport Area by any of their services except upon the London Tilbury and Southend lines fares not exceeding—

- (a) in the case of a second-class single fare, a sum calculated at the rate of 3d. a mile ;
- (b) in the case of a first-class single fare, a sum calculated at the rate of 4½d. a mile ;
- (c) in the case of a return fare, a sum equal to double the sum which would have been charged as the single fare for a like journey ;
- (d) in the case of a second class day return fare, a sum ascertained in accordance with Schedule 2 to this Scheme ;
- (e) in the case of a first-class day return fare, a sum greater by 50 per cent. than the sum ascertained in accordance with Schedule 2 to this Scheme as the second-class return fare for a like journey.

Maximum Season Ticket Rates

6. Subject to the provisions of paragraph 12 of this Scheme, the Boards may charge for the carriage of passengers by railway on journeys wholly within the London Passenger Transport Area at season ticket rates sums not exceeding—

- (a) in the case of a second-class season ticket, a sum ascertained in accordance with Schedule 3 to this Scheme ;

- (b) in the case of a first-class season ticket, a sum greater by 50 per cent. than the sum ascertained in accordance with Schedule 3 to this Scheme for a second-class season ticket available for use over a like distance.

PART III

CARRIAGE OF PASSENGERS BY ROAD WITHIN THE LONDON SPECIAL AREA

Maximum Single Fares

7. Subject to the provisions of paragraphs 10 and 13 of this Scheme, the London Board may charge for the carriage of passengers by road within the London special area, not being carriage in contract carriages or by the London Coach Services or by the Inter-Station Omnibus Services, fares not exceeding sums ascertained in accordance with Schedule 4 to this Scheme.

8. The London Board may—

- (a) calculate the distance by reference to which any fare chargeable under paragraph 7 of this Scheme is ascertained either in terms of miles or in terms of fare stages as they think fit;
- (b) appoint fare stage points at such points along the routes operated by the services referred to in the said paragraph as may be convenient;

Provided that the fare stages into which any one of the said routes is divided shall not on the average be less than half a mile in length or as near thereto as may be reasonably practicable.

London Coach Services

9.—(1) Subject to the provisions of paragraphs 10 and 13 of this Scheme, the London Board may charge for the carriage of passengers by road by the London Coach Services within the London special area, not being carriage in contract carriages, fares not exceeding sums ascertained in accordance with Schedule 5 to this Scheme.

(2) For the purposes of ascertaining the fares chargeable under sub-paragraph (1) of this paragraph the London Board may appoint fare stage points and the fares to be charged shall be ascertained by reference to the distances between the said points.

Special Charges on Certain Road Services

10. Notwithstanding the provisions of paragraphs 7 and 9 of this Scheme, the London Board may, for the purpose of making better provision for the carriage by road of passengers on routes served by infrequent road services, or on routes operated whether wholly or in part by vehicles providing less than the normal accommodation for passengers, charge for the carriage of passengers on such routes within the London special area—

- (i) in the case of any journey of less than six miles or twelve fare stages upon any service referred to in paragraph 7 of this Scheme a fare not exceeding 1s. 4d. or
- (ii) in the case of any journey of less than eleven miles upon any service referred to in paragraph 9 of this Scheme a fare not exceeding 2s. 2d.

Provided that the provisions of this paragraph shall not apply to any such route unless an adequate alternative service is provided by the London Board for short-distance passengers at the fares which would apart from the provisions of this paragraph have been charged under paragraph 7, or, as the case may be, paragraph 9.

PART IV

CHILDREN AND YOUNG PERSONS

Maximum Single, Return and Day Return Fares by Rail

11. Notwithstanding the generality of paragraphs 3, 4 and 5 of this Scheme (which provide for the maximum charges to be made by the Boards for the carriage of passengers by rail upon single or return or day return journeys),

- (a) the Boards shall not under the said paragraphs make any charge for the carriage of any passenger under the age of three travelling in the company of a fare-paying passenger ;
- (b) the fares chargeable under the said paragraphs shall not in the case of passengers under the age of fourteen exceed one-half of the sums which would apart from this provision have been charged thereunder.

Season Tickets by Rail

12.—(1) Notwithstanding the generality of paragraph 6 of this Scheme (which provides for the maximum charges to be made by the Boards for the carriage of passengers by rail on journeys wholly within the London Passenger Transport Area at season-ticket rates),

- (a) the sum chargeable thereunder by the Boards shall not in the case of a passenger under the age of fourteen exceed one-half of the sum which would, apart from this provision, have been charged thereunder ;
- (b) the sum chargeable thereunder by the Boards for an educational season ticket shall not—
 - (i) in the case of a passenger who being not less than fourteen is under sixteen years of age, or who, being not less than sixteen and under eighteen years of age, is not in receipt of any remuneration amounting in the aggregate to more than 25s. per week, exceed one-half of the sum which would, apart from this provision, have been charged under the said paragraph, or
 - (ii) in the case of any other passenger who being not less than sixteen is under eighteen years of age, exceed two-thirds of the sum which would, apart from this provision, have been charged under the said paragraph.

(2) In sub-paragraph (1) (b) of this paragraph the following expressions have the meanings hereby respectively assigned to them that is to say—

“remuneration” includes any salary, wages or other monetary payment received otherwise than by way of grant for educational purposes ;

“educational season-ticket” means a season ticket the use of which by the holder thereof is limited to journeys between the place where he resides and a university, college, school or other educational establishment, or an institution where he is undergoing training for some profession, trade or vocation.

Maximum Single Fares by Road

13.—(1) Notwithstanding the generality of paragraphs 7, 9 and 10 of this Scheme (which provide for the maximum charges to be made by the London Board for the carriage of passengers by road by certain of their services within the London special area)—

- (a) the London Board shall not make any charge—
 - (i) for the carriage of a child under the age of three travelling in the company of a fare-paying passenger ; or
 - (ii) where two or more such children are travelling in the company of any such passenger, for the carriage of one of the said children ;
- (b) the fare chargeable under the said paragraphs in respect of any journey made by a passenger under the age of fourteen shall not exceed one-half of the sum which would apart from this provision have been charged thereunder ;
- (c) where a passenger who, being not less than fourteen and under eighteen years of age, is not in receipt of any remuneration amounting in the aggregate to more than 25s. per week, produces a card furnished by the London Board and issued from a university, college, school or other educational establishment, or from any institution providing training for any profession, trade or vocation, stating that he is attending a regular course of instruction or training at the establishment or institution named in the card, the fare

chargeable under paragraph 7 in respect of any journey made by him for the purpose of going to or returning from the said establishment or institution shall not exceed one-half of the sum which would, apart from this provision, have been charged thereunder.

(2) In sub-paragraph (1) (c) of this paragraph the expression "remuneration" includes any salary, wages or other monetary payment received otherwise than by way of grant for educational purposes.

PART V

LUGGAGE

Carriage of Passengers' Luggage by Rail

14. Subject to the provisions of paragraph 15 of this Scheme, passengers carried by rail by the services of—

(a) the Railways Board on journeys wholly within the London Passenger Transport Area otherwise than upon the Waterloo and City Line, or

(b) the London Board between Harrow-on-the-Hill Station and Amersham Station or upon the Watford and Chesham Branches,

being passengers carried at fares or at season-ticket rates authorised under Part II of this Scheme, shall be entitled to take with them without any extra charge being made for the carriage thereof ordinary luggage not exceeding in weight the amounts following, that is to say—

(i) in the case of a first-class passenger carried at a single or return fare or at a day return fare under paragraphs 3, 4 or 5 or at a season ticket rate under paragraph 6 of this Scheme—150 lbs. ;

(ii) in the case of a second-class passenger carried at a single or return fare or at a day return fare under paragraphs 3, 4 or 5 or at a season ticket rate under paragraph 6 of this Scheme—100 lbs. ;

Provided that—

(a) where a passenger is carried at a fare or season ticket rate which is by reason of the provisions of paragraphs 11 and 12 of this Scheme less than the fare, or, as the case may be, the rate, which would apart from these provisions have been charged, the amounts specified under heads (i) and (ii) shall be reduced by one-half thereof ;

(b) where a passenger is carried at a return fare which is not more than one and a half times the maximum single fare for a like journey authorised under paragraphs 3, 4 or 5 of this Scheme, as the case may be, there shall be substituted for the amounts specified under heads (i) and (ii) such amounts as the Boards may determine.

15.—(1) The Boards may make in respect of the carriage by rail by the services referred to in paragraph 14 of this Scheme of any excess luggage taken by any passenger a charge not exceeding a sum ascertained in accordance with Schedule 6 to this Scheme.

(2) In this paragraph the expression "excess luggage" means, in relation to any passenger, so much of any ordinary luggage taken by him as exceeds the amount which he is entitled to take with him without any extra charge being made for the carriage thereof in accordance with the provisions of paragraph 14 of this Scheme.

16. A passenger carried by rail by the services of—

(a) the Railways Board upon the Waterloo and City line, or,

(b) the London Board otherwise than between Harrow-on-the-Hill Station and Amersham Station, or upon the Watford and Chesham Branches,

being a passenger carried at a single or return, or a day return fare, or at a season ticket rate authorised under Part II of this Scheme shall be entitled to take with him without any extra charge being made for the carriage thereof any ordinary luggage which is carried by hand by the passenger himself and causes no inconvenience to other passengers.

Carriage of Passengers' Luggage by Road

17. A passenger carried by road by the services of the London Board within the London Special area, being a passenger carried at a fare authorised under paragraphs 7, 9 and 13 of this Scheme, shall be entitled to take with him without any extra charge being made for the carriage thereof

- (a) any ordinary luggage, or small package or article, which is carried by hand by the passenger himself and causes no inconvenience to other passengers, and
- (b) a small dog or other small inoffensive animal;

Provided that—

- (i) no dog or other animal shall be taken on any vehicle without the permission of the conductor thereof;
- (ii) no luggage or package or article or dog or animal shall be permitted to occupy any part of the seating accommodation in any vehicle or to obstruct the platform or any gangway thereof;
- (iii) any such luggage or package or article or dog or animal shall be carried in such part of the vehicle as the conductor thereof may direct.

PART VI

MISCELLANEOUS SERVICES AND FACILITIES

18. The Boards may, in respect of their services by rail wholly within the London Passenger Transport Area, and the London Board may, in respect of their services by road on routes within the London Special Area, make such reasonable charges as they may determine for the use of any of the services or facilities specified in Schedule 7 to this Scheme.

19. Any question as to the reasonableness of any charge made or sought to be made by the Boards under the provisions of paragraph 18 of this Scheme shall be determined on the application of the Boards or either of them or of the person liable to the charge by the Transport Tribunal to the exclusion of any other Court.

PART VII

MISCELLANEOUS AND GENERAL

Nature of Services and Facilities Provided on Payment of Authorised Charges

20.—(1) The services and facilities for the use of which a charge authorised under Parts II, III, IV and V of this Scheme is made by the Boards shall include only such services and facilities as are from time to time normally provided without any extra payment by the Boards for the carriage of passengers generally on payment by them of that charge.

(2) In particular and without prejudice to the generality of sub-paragraph (1) of this paragraph the said services and facilities shall not include the use of any of the services and facilities specified in Schedule 7 to this Scheme.

Chargeable Distance

21.—(1) In the case of any journey by rail at a charge authorised under paragraphs 3, 4, 5, 6, 11 and 12 of this Scheme the distance by reference to which the fare chargeable for the journey is ascertained shall be the distance from the station at which the journey is to be begun to the station at which it is to finish measured in miles along the available route, or, where in the case of any journey two or more routes are available at a common fare, along the shorter, or as the case may be, the shortest available route;

Provided that—

- (a) the distance by reference to which the charge for any day return journey is ascertained shall be the mileage of the single journey; and
- (b) the distance by reference to which the charge for any season ticket is ascertained shall be the distance measured in miles along the route or routes the user of which is permitted by the ticket.

(2) In sub-paragraph (1) of this paragraph the expression "the available route" in relation to any journey by rail means the route indicated on the ticket issued for the journey or specified in any document issued to, or made available

for inspection by, the public, by the Boards containing particulars of the route or routes the user of which is permitted.

22. In the case of any journey by road at a charge authorised under paragraphs 7, 9 and 13 of this Scheme, the distance by reference to which the fare chargeable for the journey is ascertained shall be the distance between—

- (a) the fare stage point at which the passenger boards the vehicle or, where the passenger boards the vehicle at a place other than a fare stage point, the fare stage point next before that place, and
- (b) the fare stage point at which the passenger is to alight from the vehicle or, where the passenger is to alight from the vehicle at a place other than a fare stage point, the fare stage point next after that place.

Fractions

23.—(1) For all the purposes of this Scheme a fraction of a mile shall be reckoned as a mile.

(2) In determining the amount of—

- (a) any maximum fare authorised by this Scheme to be charged for any particular journey (including any maximum fare authorised under paragraphs 11 and 13 of this Scheme),
- (b) the maximum charge for any season ticket authorised in the case of a child or young person under paragraph 12 of this Scheme, and
- (c) any maximum excess luggage charge authorised under paragraph 15 of this Scheme,

fractions of a penny shall be reckoned as a penny.

(3) For the purposes of paragraph 6 of this Scheme, fractions of three pence shall be reckoned as threepence.

(4) For the purposes of such of the provisions of Part V of this Scheme as relate to the weight of passengers' luggage, fractions of a pound shall be reckoned as a pound.

PART VIII PUBLICATION

24. The Railways Board shall keep at the booking office of each passenger station on their railways in the London Passenger Transport Area—

- (a) a copy of this Scheme,
- (b) a document or documents showing in respect of all journeys from that station for which tickets are regularly issued at that station the distances measured in miles by reference to which the maximum fares and season ticket rates chargeable for those journeys under Parts II and IV of this Scheme are ascertainable,

and shall on demand made by any person at any of the said booking offices produce the same for inspection.

25. The London Board shall keep at the head office of the Board—

- (a) a copy of this Scheme,
- (b) a document or documents showing in respect of all journeys on the railways of the Board the distances measured in miles by reference to which the maximum fares and season ticket rates chargeable for the said journeys under Parts II and IV of this Scheme are ascertainable,
- (c) a document or documents showing in respect of all journeys by road by the services of the Board within the London special area at fares charged under Parts III and IV of this Scheme the fare stages on each route and the distance measured in miles along each route,

and shall on demand made by any person at the said head office produce the same for inspection.

26. The provisions of paragraphs 24 and 25 of this Scheme shall have effect in lieu of any statutory provision whereby the Boards are required to publish any fares or season ticket rates.

SCHEDULE 1

LONDON FARES ON THE LONDON TILBURY AND SOUTHBEND LINES
OF THE RAILWAYS BOARD AND ON
LONDON BOARD RAILWAYS

(other than

- (a) between Queens Park Station and Watford Junction Station;
(b) between Harrow-on-the-Hill Station and Amersham Station; and
(c) the Watford and Chesham Branches).

MAXIMUM SECOND-CLASS SINGLE FARES

Miles	Fares	Miles	Fares
	s. d.		s. d.
1	3	41... ..	7 6
2	6	42... ..	7 9
3	9	43... ..	7 11
4	1 0	44... ..	8 1
5	1 2	45... ..	8 3
6	1 4	46... ..	8 6
7	1 6	47... ..	8 8
8	1 8	48... ..	8 10
9	1 10	49... ..	9 0
10	2 0	50... ..	9 3
11	2 2	51... ..	9 5
12	2 4	52... ..	9 7
13	2 6	53... ..	9 9
14	2 8	54... ..	10 0
15	2 10	55... ..	10 2
16	3 0	56... ..	10 4
17	3 2	57... ..	10 6
18	3 4	58... ..	10 9
19	3 6	59... ..	10 11
20	3 8	60... ..	11 1
21	3 10	61... ..	11 3
22	4 0	62... ..	11 6
23	4 3	63... ..	11 8
24	4 5	64... ..	11 10
25	4 7	65... ..	12 0
26	4 9	66... ..	12 3
27	4 11	67... ..	12 5
28	5 2	68... ..	12 7
29	5 4	69... ..	12 9
30	5 6	70... ..	13 0
31	5 8	71... ..	13 2
32	5 10	72... ..	13 4
33	6 1	73... ..	13 6
34	6 3	74... ..	13 9
35	6 5	75... ..	13 11
36	6 7	76... ..	14 1
37	6 9	77... ..	14 3
38	7 0	78... ..	14 6
39	7 2	79... ..	14 8
40	7 4	80... ..	14 10

SCHEDULE 2

LONDON FARES ON RAILWAYS BOARD RAILWAYS (OTHER THAN
THE LONDON TILBURY AND SOUTHBEND LINES) AND ON
LONDON BOARD RAILWAYS

- (a) between Queens Park Station and Watford Junction Station,
(b) between Harrow-on-the-Hill Station and Amersham Station, and
(c) upon the Watford and Chesham Branches.

MAXIMUM DAY RETURN SECOND-CLASS FARES

Miles	Fares	Miles	Fares
	s. d.		s. d.
1	6	41... ..	15 0
2	1 0	42... ..	15 6
3	1 6	43... ..	15 10
4	2 0	44... ..	16 2
5	2 4	45... ..	16 6
6	2 8	46... ..	17 0
7	3 0	47... ..	17 4
8	3 4	48... ..	17 8
9	3 8	49... ..	18 0
10	4 0	50... ..	18 6
11	4 4	51... ..	18 10
12	4 8	52... ..	19 2
13	5 0	53... ..	19 6
14	5 4	54... ..	20 0
15	5 8	55... ..	20 4
16	6 0	56... ..	20 8
17	6 4	57... ..	21 0
18	6 8	58... ..	21 6
19	7 0	59... ..	21 10
20	7 4	60... ..	22 2
21	7 8	61... ..	22 6
22	8 0	62... ..	23 0
23	8 6	63... ..	23 4
24	8 10	64... ..	23 8
25	9 2	65... ..	24 0
26	9 6	66... ..	24 6
27	9 10	67... ..	24 10
28	10 4	68... ..	25 2
29	10 8	69... ..	25 6
30	11 0	70... ..	26 0
31	11 4	71... ..	26 4
32	11 8	72... ..	26 8
33	12 2	73... ..	27 0
34	12 6	74... ..	27 6
35	12 10	75... ..	27 10
36	13 2	76... ..	28 2
37	13 6	77... ..	28 6
38	14 0	78... ..	29 0
39	14 4	79... ..	29 4
40	14 8	80... ..	29 8

SCHEDULE 3

LONDON FARES ON RAILWAYS BOARD AND LONDON BOARD
RAILWAYS

MAXIMUM SECOND-CLASS SEASON TICKET RATES

Miles	1 Week		1 Month		3 Months		6 Months		12 Months	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1 ...		5 6	1 0 0		2 14 0		5 8 0		10 15 0	
2 ...		7 6	1 7 0		3 13 0		7 6 0		14 12 0	
3 ...		9 6	1 14 0		4 12 0		9 4 0		18 8 0	
4 ...		11 9	2 2 0		5 14 0		11 8 0		22 16 0	
5 ...		13 0	2 7 0		6 7 0		12 14 0		25 8 0	
6 ...		15 0	2 14 0		7 6 0		14 12 0		29 4 0	
7 ...		16 3	2 19 0		8 0 0		16 0 0		32 0 0	
8 ...		18 0	3 5 0		8 16 0		17 12 0		35 4 0	
9 ...		19 3	3 10 0		9 9 0		18 18 0		37 16 0	
10 ...	1	1 0	3 16 0		10 6 0		20 12 0		41 4 0	
11 ...	1	2 6	4 1 0		10 19 0		21 18 0		43 16 0	
12 ...	1	3 9	4 6 0		11 13 0		23 6 0		46 12 0	
13 ...	1	4 9	4 10 0		12 3 0		24 6 0		48 12 0	
14 ...	1	6 3	4 15 0		12 17 0		25 14 0		51 8 0	
15 ...	1	7 6	5 0 0		13 10 0		27 0 0		54 0 0	
16 ...	1	8 9	5 4 0		14 1 0		28 2 0		56 4 0	
17 ...	1	10 0	5 9 0		14 15 0		29 10 0		59 0 0	
18 ...	1	11 3	5 13 0		15 6 0		30 12 0		61 4 0	
19 ...	1	12 6	5 18 0		15 19 0		31 18 0		63 16 0	
20 ...	1	14 0	6 3 0		16 13 0		33 6 0		66 12 0	
21 ...	1	15 0	6 7 0		17 3 0		34 6 0		68 12 0	
22 ...	1	16 3	6 11 0		17 14 0		35 8 0		70 16 0	
23 ...	1	17 6	6 16 0		18 8 0		36 16 0		73 12 0	
24 ...	1	18 6	7 0 0		18 18 0		37 16 0		75 12 0	
25 ...	2	0 0	7 5 0		19 12 0		39 4 0		78 8 0	
26 ...	2	1 0	7 8 0		20 0 0		40 0 0		80 0 0	
27 ...	2	2 0	7 11 0		20 8 0		40 16 0		81 12 0	
28 ...	2	2 6	7 13 0		20 14 0		41 8 0		82 16 0	
29 ...	2	3 0	7 16 0		21 2 0		42 4 0		84 8 0	
30 ...	2	4 0	7 19 0		21 10 0		43 0 0		86 0 0	
31 ...	2	4 6	8 1 0		21 15 0		43 10 0		87 0 0	
32 ...	2	5 0	8 3 0		22 1 0		44 2 0		88 4 0	
33 ...	2	5 6	8 5 0		22 6 0		44 12 0		89 4 0	
34 ...	2	6 6	8 9 0		22 17 0		45 14 0		91 8 0	
35 ...	2	7 6	8 11 0		23 2 0		46 4 0		92 8 0	
36 ...	2	8 0	8 13 0		23 8 0		46 16 0		93 12 0	
37 ...	2	8 6	8 15 0		23 13 0		47 6 0		94 12 0	
38 ...	2	9 6	8 19 0		24 4 0		48 8 0		96 16 0	
39 ...	2	10 0	9 1 0		24 9 0		48 18 0		97 16 0	
40 ...	2	10 6	9 3 0		24 15 0		49 10 0		99 0 0	
41 ...	2	11 6	9 6 0		25 3 0		50 6 0		100 12 0	
42 ...	2	12 6	9 10 0		25 13 0		51 6 0		102 12 0	
43 ...	2	13 0	9 12 0		25 19 0		51 18 0		103 16 0	
44 ...	2	13 6	9 14 0		26 4 0		52 8 0		104 16 0	
45 ...	2	14 0	9 16 0		26 10 0		53 0 0		106 0 0	

SCHEDULE 3—continued

Miles	1 Week		1 Month		3 Months		6 Months		12 Months	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
46	2	15 0	10	0 0	27	0 0	54	0 0	108	0 0
47	2	16 0	10	3 0	27	9 0	54	18 0	109	16 0
48	2	17 0	10	5 0	27	14 0	55	8 0	110	16 0
49	2	18 0	10	7 0	27	19 0	55	18 0	111	16 0
50	2	19 0	10	11 0	28	10 0	57	0 0	114	0 0
51	3	0 0	10	13 0	28	16 0	57	12 0	115	4 0
52	3	1 0	10	15 0	29	1 0	58	2 0	116	4 0
53	3	2 0	10	17 0	29	6 0	58	12 0	117	4 0
54	3	3 0	11	0 0	29	14 0	59	8 0	118	16 0
55	3	4 0	11	3 0	30	3 0	60	6 0	120	12 0
56	3	5 0	11	5 0	30	8 0	60	16 0	121	12 0
57	3	6 0	11	8 0	30	16 0	61	12 0	123	4 0
58	3	7 0	11	11 0	31	4 0	62	8 0	124	16 0
59	3	8 0	11	14 0	31	12 0	63	4 0	126	8 0
60	3	9 0	11	16 0	31	18 0	63	16 0	127	12 0
61	3	10 0	11	18 0	32	3 0	64	6 0	128	12 0
62	3	11 0	12	1 0	32	11 0	65	2 0	130	4 0
63	3	12 0	12	4 0	32	19 0	65	18 0	131	16 0
64	3	13 0	12	6 0	33	5 0	66	10 0	133	0 0
65	3	14 0	12	8 0	33	10 0	67	0 0	134	0 0
66	3	15 0	12	12 0	34	1 0	68	2 0	136	4 0
67	3	16 0	12	15 0	34	9 0	68	18 0	137	16 0
68	3	17 0	12	17 0	34	14 0	69	8 0	138	16 0
69	3	18 0	12	19 0	35	0 0	70	0 0	140	0 0
70	3	19 0	13	2 0	35	8 0	70	16 0	141	12 0
71	4	0 0	13	4 0	35	13 0	71	6 0	142	12 0
72	4	1 0	13	7 0	36	1 0	72	2 0	144	4 0
73	4	2 0	13	9 0	36	7 0	72	14 0	145	8 0
74	4	3 0	13	13 0	36	18 0	73	16 0	147	12 0
75	4	4 0	13	15 0	37	3 0	74	6 0	148	12 0
76	—	—	13	18 0	37	11 0	75	2 0	150	4 0
77	—	—	14	0 0	37	16 0	75	12 0	151	4 0
78	—	—	14	3 0	38	5 0	76	10 0	153	0 0
79	—	—	14	5 0	38	10 0	77	0 0	154	0 0
80	—	—	14	8 0	38	18 0	77	16 0	155	12 0
81	—	—	14	10 0	39	3 0	78	6 0	156	12 0
82	—	—	14	12 0	39	9 0	78	18 0	157	16 0
83	—	—	14	16 0	40	0 0	80	0 0	160	0 0
84	—	—	14	19 0	40	8 0	80	16 0	161	12 0
85	—	—	15	1 0	40	13 0	81	6 0	162	12 0
86	—	—	15	4 0	41	1 0	82	2 0	164	4 0
87	—	—	15	6 0	41	7 0	82	14 0	165	8 0
88	—	—	15	8 0	41	12 0	83	4 0	166	8 0
89	—	—	15	11 0	42	0 0	84	0 0	168	0 0
90	—	—	15	14 0	42	8 0	84	16 0	169	12 0
91	—	—	15	16 0	42	14 0	85	8 0	170	16 0
92	—	—	15	18 0	42	19 0	85	18 0	171	16 0
93	—	—	16	2 0	43	10 0	87	0 0	174	0 0
94	—	—	16	5 0	43	18 0	87	16 0	175	12 0
95	—	—	16	7 0	44	3 0	88	6 0	176	12 0

SCHEDULE 3—continued

Miles	1 Week		1 Month		3 Months		6 Months		12 Months		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
96 ...	—	—	16 9 0	—	44 9 0	—	88 18 0	—	177 16 0	—	—
97 ...	—	—	16 12 0	—	44 17 0	—	89 14 0	—	179 8 0	—	—
98 ...	—	—	16 15 0	—	45 5 0	—	90 10 0	—	181 0 0	—	—
99 ...	—	—	16 17 0	—	45 10 0	—	91 0 0	—	182 0 0	—	—
100 ...	—	—	16 19 0	—	45 16 0	—	91 12 0	—	183 4 0	—	—
101 ...	—	—	17 0 0	—	45 18 0	—	91 16 0	—	183 12 0	—	—
102 ...	—	—	17 5 0	—	46 12 0	—	93 4 0	—	186 8 0	—	—
103 ...	—	—	17 5 0	—	46 12 0	—	93 4 0	—	186 8 0	—	—
104 ...	—	—	17 8 0	—	47 0 0	—	94 0 0	—	188 0 0	—	—
105 ...	—	—	17 9 0	—	47 3 0	—	94 6 0	—	188 12 0	—	—
106 ...	—	—	17 12 0	—	47 11 0	—	95 2 0	—	190 4 0	—	—
107 ...	—	—	17 12 0	—	47 11 0	—	95 2 0	—	190 4 0	—	—
108 ...	—	—	17 16 0	—	48 2 0	—	96 4 0	—	192 8 0	—	—
109 ...	—	—	17 17 0	—	48 4 0	—	96 8 0	—	192 16 0	—	—
110 ...	—	—	18 0 0	—	48 12 0	—	97 4 0	—	194 8 0	—	—
111 ...	—	—	18 0 0	—	48 12 0	—	97 4 0	—	194 8 0	—	—
112 ...	—	—	18 3 0	—	49 1 0	—	98 2 0	—	196 4 0	—	—
113 ...	—	—	18 5 0	—	49 6 0	—	98 12 0	—	197 4 0	—	—
114 ...	—	—	18 9 0	—	49 17 0	—	99 14 0	—	199 8 0	—	—
115 ...	—	—	18 9 0	—	49 17 0	—	99 14 0	—	199 8 0	—	—
116 ...	—	—	18 12 0	—	50 5 0	—	100 10 0	—	201 0 0	—	—
117 ...	—	—	18 13 0	—	50 8 0	—	100 16 0	—	201 12 0	—	—
118 ...	—	—	18 17 0	—	50 18 0	—	101 16 0	—	203 12 0	—	—
119 ...	—	—	18 17 0	—	50 18 0	—	101 16 0	—	203 12 0	—	—
120 ...	—	—	19 0 0	—	51 6 0	—	102 12 0	—	205 4 0	—	—
121 ...	—	—	19 1 0	—	51 9 0	—	102 18 0	—	205 16 0	—	—
122 ...	—	—	19 4 0	—	51 17 0	—	103 14 0	—	207 8 0	—	—
123 ...	—	—	19 4 0	—	51 17 0	—	103 14 0	—	207 8 0	—	—
124 ...	—	—	19 9 0	—	52 11 0	—	105 2 0	—	210 4 0	—	—
125 ...	—	—	19 10 0	—	52 13 0	—	105 6 0	—	210 12 0	—	—
126 ...	—	—	19 13 0	—	53 2 0	—	106 4 0	—	212 8 0	—	—
127 ...	—	—	19 13 0	—	53 2 0	—	106 4 0	—	212 8 0	—	—
128 ...	—	—	19 16 0	—	53 10 0	—	107 0 0	—	214 0 0	—	—
129 ...	—	—	19 18 0	—	53 15 0	—	107 10 0	—	215 0 0	—	—
130 ...	—	—	20 1 0	—	54 3 0	—	108 6 0	—	216 12 0	—	—
131 ...	—	—	20 1 0	—	54 3 0	—	108 6 0	—	216 12 0	—	—
132 ...	—	—	20 4 0	—	54 11 0	—	109 2 0	—	218 4 0	—	—
133 ...	—	—	20 5 0	—	54 14 0	—	109 8 0	—	218 16 0	—	—
134 ...	—	—	20 9 0	—	55 5 0	—	110 10 0	—	221 0 0	—	—
135 ...	—	—	20 9 0	—	55 5 0	—	110 10 0	—	221 0 0	—	—
136 ...	—	—	20 13 0	—	55 16 0	—	111 12 0	—	223 4 0	—	—
137 ...	—	—	20 14 0	—	55 18 0	—	111 16 0	—	223 12 0	—	—
138 ...	—	—	20 17 0	—	56 6 0	—	112 12 0	—	225 4 0	—	—
139 ...	—	—	20 17 0	—	56 6 0	—	112 12 0	—	225 4 0	—	—
140 ...	—	—	21 1 0	—	56 17 0	—	113 14 0	—	227 8 0	—	—
141 ...	—	—	21 2 0	—	57 0 0	—	114 0 0	—	228 0 0	—	—
142 ...	—	—	21 5 0	—	57 8 0	—	114 16 0	—	229 12 0	—	—
143 ...	—	—	21 5 0	—	57 8 0	—	114 16 0	—	229 12 0	—	—
144 ...	—	—	21 8 0	—	57 16 0	—	115 12 0	—	231 4 0	—	—
145 ...	—	—	21 9 0	—	57 19 0	—	115 18 0	—	231 16 0	—	—

SCHEDULE 3—continued

Miles	1 Week		1 Month		3 Months		6 Months		12 Months	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
146	—	—	21 13 0	—	58 10 0	—	117 0 0	—	234 0 0	—
147	—	—	21 13 0	—	58 10 0	—	117 0 0	—	234 0 0	—
148	—	—	21 17 0	—	59 0 0	—	118 0 0	—	236 0 0	—
149	—	—	21 18 0	—	59 3 0	—	118 6 0	—	236 12 0	—
150	—	—	22 2 0	—	59 14 0	—	119 8 0	—	238 16 0	—

SCHEDULE 4

LONDON BOARD ROAD SERVICES WITHIN THE
LONDON SPECIAL AREA*(other than the London Coach Services and Inter-Station Omnibus Services)*

MAXIMUM SINGLE FARES

Miles	Fare Stages	Fares	Miles	Fare Stages	Fares
		s. d.			s. d.
1	2	3	26... ..	52	4 9
2	4	6	27... ..	54	4 11
3	6	9	28... ..	56	5 2
4	8	1 0	29... ..	58	5 4
5	10	1 2	30... ..	60	5 6
6	12	1 4	31... ..	62	5 8
7	14	1 6	32... ..	64	5 10
8	16	1 8	33... ..	66	6 1
9	18	1 10	34... ..	68	6 3
10	20	2 0	35... ..	70	6 5
11	22	2 2	36... ..	72	6 7
12	24	2 4	37... ..	74	6 9
13	26	2 6	38... ..	76	7 0
14	28	2 8	39... ..	78	7 2
15	30	2 10	40... ..	80	7 4
16	32	3 0	41... ..	82	7 6
17	34	3 2	42... ..	84	7 9
18	36	3 4	43... ..	86	7 11
19	38	3 6	44... ..	88	8 1
20	40	3 8	45... ..	90	8 3
21	42	3 10	46... ..	92	8 6
22	44	4 0	47... ..	94	8 8
23	46	4 3	48... ..	96	8 10
24	48	4 5	49... ..	98	9 0
25	50	4 7	50... ..	100	9 3

SCHEDULE 5

LONDON COACH SERVICES

MAXIMUM SINGLE FARES

Miles		Fares	Miles		Fares
		s. d.			s. d.
1 ...	...	1 4	41...	...	7 6
2 ...	...	1 4	42...	...	7 9
3 ...	...	1 4	43...	...	7 11
4 ...	...	1 4	44...	...	8 1
5 ...	...	1 4	45...	...	8 3
6 ...	...	1 4	46...	...	8 6
7 ...	...	1 6	47...	...	8 8
8 ...	...	1 8	48...	...	8 10
9 ...	...	1 10	49...	...	9 0
10 ...	...	2 0	50...	...	9 3
11 ...	...	2 2	51...	...	9 5
12 ...	...	2 4	52...	...	9 7
13 ...	...	2 6	53...	...	9 9
14 ...	...	2 8	54...	...	10 0
15 ...	...	2 10	55...	...	10 2
16 ...	...	3 0	56...	...	10 4
17 ...	...	3 2	57...	...	10 6
18 ...	...	3 4	58...	...	10 9
19 ...	...	3 6	59...	...	10 11
20 ...	...	3 8	60...	...	11 1
21 ...	...	3 10	61...	...	11 3
22 ...	...	4 0	62...	...	11 6
23 ...	...	4 3	63...	...	11 8
24 ...	...	4 5	64...	...	11 10
25 ...	...	4 7	65...	...	12 0
26 ...	...	4 9	66...	...	12 3
27 ...	...	4 11	67...	...	12 5
28 ...	...	5 2	68...	...	12 7
29 ...	...	5 4	69...	...	12 9
30 ...	...	5 6	70...	...	13 0
31 ...	...	5 8	71...	...	13 2
32 ...	...	5 10	72...	...	13 4
33 ...	...	6 1	73...	...	13 6
34 ...	...	6 3	74...	...	13 9
35 ...	...	6 5	75...	...	13 11
36 ...	...	6 7	76...	...	14 1
37 ...	...	6 9	77...	...	14 3
38 ...	...	7 0	78...	...	14 6
39 ...	...	7 2	79...	...	14 8
40 ...	...	7 4	80...	...	14 10

SCHEDULE 6

SCALE OF MAXIMUM CHARGES FOR EXCESS LUGGAGE

Weight not exceeding	Rate of Carriage					
	For any distance not exceeding 15 miles	For any distance exceeding 15 miles but not exceeding 30 miles	For any distance exceeding 30 miles, but not exceeding 50 miles	For any distance exceeding 50 miles, but not exceeding 75 miles	For any distance exceeding 75 miles, but not exceeding 100 miles	For any distance exceeding 100 miles, but not exceeding 150 miles
lb.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1 ...	3	3	3	3	3	4
2 ...	3	3	4	4	4	8
3 ...	3	4	4	8	8	10
4 ...	3	4	8	10	10	1 1
5 ...	3	4	8	10	1 1	1 2
6 ...	4	8	10	1 1	1 2	1 6
7 ...	4	8	10	1 2	1 6	1 7
8 ...	4	8	1 1	1 6	1 7	1 10
9 ...	4	10	1 1	1 7	1 10	2 0
10 ...	4	10	1 2	1 7	2 0	2 4
11 ...	4	10	1 2	1 10	2 4	2 6
12 ...	8	1 1	1 6	2 0	2 6	2 8
13 ...	8	1 1	1 6	2 4	2 6	2 10
14 ...	8	1 1	1 7	2 6	2 8	2 11
15 ...	8	1 2	1 7	2 6	2 10	3 3
16 ...	8	1 2	1 10	2 8	2 11	3 4
17 ...	8	1 2	1 10	2 10	3 3	3 7
18 ...	10	1 6	2 0	2 11	3 4	3 8
19 ...	10	1 6	2 0	2 11	3 7	4 1
20 ...	10	1 6	2 4	3 3	3 8	4 4
21 ...	10	1 7	2 6	3 4	4 1	4 7
22 ...	10	1 7	2 6	3 7	4 4	4 10
23 ...	1 1	1 10	2 8	3 8	4 5	5 0
24 ...	1 1	1 10	2 8	3 8	4 7	5 2
25 ...	1 1	1 10	2 10	4 1	4 7	5 5
26 ...	1 1	2 0	2 10	4 4	4 10	5 7
27 ...	1 1	2 0	2 11	4 5	5 0	5 10
28 ...	1 1	2 0	2 11	4 7	5 2	6 1
29 ...	1 2	2 4	3 3	4 7	5 5	6 2
30 ...	1 2	2 4	3 3	4 10	5 7	6 6
31 ...	1 2	2 4	3 4	5 0	5 10	6 7
32 ...	1 2	2 6	3 4	5 2	6 1	6 11
33 ...	1 2	2 6	3 7	5 2	6 2	7 0
34 ...	1 2	2 6	3 7	5 5	6 6	7 3
35 ...	1 6	2 8	3 8	5 7	6 7	7 5
36 ...	1 6	2 8	3 8	5 10	6 11	7 8
37 ...	1 6	2 8	4 1	6 1	6 11	7 9
38 ...	1 6	2 10	4 1	6 1	7 0	7 11
39 ...	1 6	2 10	4 4	6 2	7 3	8 4
40 ...	1 6	2 10	4 4	6 6	7 5	8 6

SCHEDULE 6—continued

Weight not exceeding	Rate of Carriage					
	For any distance not exceeding 15 miles	For any distance exceeding 15 miles but not exceeding 30 miles	For any distance exceeding 30 miles, but not exceeding 50 miles	For any distance exceeding 50 miles, but not exceeding 75 miles	For any distance exceeding 75 miles, but not exceeding 100 miles	For any distance exceeding 100 miles, but not exceeding 150 miles
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
41 ...	1 7	2 11	4 5	6 7	7 8	8 9
42 ...	1 7	2 11	4 7	6 11	7 9	9 1
43 ...	1 7	3 3	4 7	6 11	7 11	9 2
44 ...	1 7	3 3	4 10	7 0	8 4	9 5
45 ...	1 7	3 3	4 10	7 3	8 6	9 6
46 ...	1 10	3 4	5 0	7 5	8 8	9 10
47 ...	1 10	3 4	5 0	7 8	8 9	10 2
48 ...	1 10	3 4	5 2	7 8	9 1	10 3
49 ...	1 10	3 7	5 2	7 9	9 2	10 5
50 ...	1 10	3 7	5 5	7 11	9 2	10 7
51 ...	1 10	3 7	5 5	8 4	9 5	10 10
52 ...	2 0	3 8	5 7	8 4	9 6	11 0
53 ...	2 0	3 8	5 7	8 6	9 10	11 3
54 ...	2 0	3 8	5 10	8 8	10 2	11 5
55 ...	2 0	4 1	5 10	8 9	10 3	11 8
56 ...	2 0	4 1	6 1	9 1	10 5	11 10
57 ...	2 0	4 1	6 1	9 1	10 7	12 0
58 ...	2 4	4 4	6 2	9 2	10 10	12 3
59 ...	2 4	4 4	6 2	9 5	11 0	12 4
60 ...	2 4	4 4	6 6	9 6	11 3	12 8
61 ...	2 4	4 5	6 7	9 10	11 5	13 1
62 ...	2 4	4 5	6 7	9 10	11 5	13 2
63 ...	2 6	4 7	6 11	10 2	11 8	13 6
64 ...	2 6	4 7	6 11	10 3	11 10	13 7
65 ...	2 6	4 7	7 0	10 5	12 0	13 9
66 ...	2 6	4 10	7 0	10 5	12 3	14 0
67 ...	2 6	4 10	7 3	10 7	12 4	14 4
68 ...	2 6	4 10	7 3	10 10	12 8	14 6
69 ...	2 8	5 0	7 5	11 0	12 10	14 7
70 ...	2 8	5 0	7 5	11 3	13 1	14 10
71 ...	2 8	5 0	7 8	11 3	13 2	14 11
72 ...	2 8	5 2	7 8	11 5	13 6	15 3
73 ...	2 8	5 2	7 9	11 8	13 7	15 4
74 ...	2 8	5 2	7 9	11 10	13 7	15 7
75 ...	2 10	5 5	7 11	12 0	13 9	15 9
76 ...	2 10	5 5	7 11	12 0	14 0	16 1
77 ...	2 10	5 5	8 4	12 3	14 4	16 3
78 ...	2 10	5 7	8 4	12 4	14 6	16 5
79 ...	2 10	5 7	8 6	12 8	14 7	16 7
80 ...	2 10	5 7	8 6	12 8	14 10	16 10

SCHEDULE 6—continued

Weight not exceeding	Rate of Carriage					
	For any distance not exceeding 15 miles	For any distance exceeding 15 miles but not exceeding 30 miles	For any distance exceeding 30 miles, but not exceeding 50 miles	For any distance exceeding 50 miles, but not exceeding 75 miles	For any distance exceeding 75 miles, but not exceeding 100 miles	For any distance exceeding 100 miles, but not exceeding 150 miles
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
81 ...	2 11	5 10	8 8	12 10	14 11	17 1
82 ...	2 11	5 10	8 9	13 1	15 3	17 5
83 ...	2 11	6 1	8 9	13 2	15 4	17 6
84 ...	2 11	6 1	9 1	13 6	15 7	17 10
85 ...	2 11	6 1	9 1	13 6	15 9	18 1
86 ...	3 3	6 2	9 2	13 7	16 1	18 2
87 ...	3 3	6 2	9 2	13 9	16 1	18 4
88 ...	3 3	6 2	9 5	14 0	16 3	18 7
89 ...	3 3	6 6	9 5	14 4	16 5	18 11
90 ...	3 3	6 6	9 6	14 4	16 7	19 0
91 ...	3 3	6 6	9 6	14 6	16 10	19 2
92 ...	3 4	6 7	9 10	14 7	17 0	19 5
93 ...	3 4	6 7	9 10	14 10	17 1	19 7
94 ...	3 4	6 7	10 2	14 11	17 5	19 9
95 ...	3 4	6 11	10 2	14 11	17 6	19 11
96 ...	3 4	6 11	10 3	15 3	17 10	20 4
97 ...	3 4	6 11	10 3	15 4	18 1	20 5
98 ...	3 7	7 0	10 5	15 7	18 2	20 8
99 ...	3 7	7 0	10 5	15 7	18 2	20 9
100 ...	3 7	7 0	10 7	15 9	18 4	21 0
101 ...	3 7	7 3	10 10	16 1	18 7	21 5
102 ...	3 7	7 3	10 10	16 3	18 11	21 6
103 ...	3 8	7 5	11 0	16 5	19 0	21 10
104 ...	3 8	7 5	11 0	16 5	19 2	22 1
105 ...	3 8	7 5	11 3	16 7	19 5	22 3
106 ...	3 8	7 8	11 3	16 10	19 7	22 5
107 ...	3 8	7 8	11 5	17 0	19 9	22 6
108 ...	3 8	7 8	11 5	17 1	19 11	22 10
109 ...	4 1	7 9	11 8	17 1	20 4	22 11
110 ...	4 1	7 9	11 8	17 5	20 5	23 3
111 ...	4 1	7 9	11 10	17 6	20 5	23 4
112 ...	4 1	7 11	11 10	17 10	20 8	23 7
Above 112 lb. (for each additional lb.)	419d.	·839d.	1·258d.	1·886d.	2·201d.	2·515d.

SCHEDULE 7

MISCELLANEOUS SERVICES AND FACILITIES IN RESPECT OF WHICH THE BOARDS
MAY MAKE SUCH REASONABLE CHARGES AS THEY MAY DETERMINE

1. The use of any train or vehicle specially provided for particular passengers or purposes.
2. The use of any train or vehicle specially provided in connection with any race meeting, football or cricket match, festival, exhibition or any other special occasion.
3. The use of a train or railway vehicle which the Boards advertise in their published time tables as being a train or railway vehicle in which passengers may travel only on payment of a supplementary charge.
4. The reservation of seats.
5. The carriage of dogs and other animals, bicycles, perambulators and other articles (not being passengers' ordinary luggage) which the Boards permit passengers to take with them.
6. Inter-station Omnibus Services.

EXPLANATORY NOTE

(This Note is not part of the Order but is intended to indicate its general purport)

This Order amends the British Transport Commission (Passenger) Charges Scheme 1959 in pursuance of section 44 of the Transport Act 1962 which requires the Minister of Transport to amend the scheme so as to limit its application to the carriage of passengers and their luggage by railway on journeys wholly within the London Passenger Transport Area or by road on routes wholly or partly within the London special area. The Order alters the title of the scheme to "The London Fares Scheme 1962".