1. Original Acts.	2. How far continued.	3. Amending Acts.	4. Time of Expiration of temporary Provisions.	5. Continued until
(33) 32 & 33 Vict. c. 21. - Election Commissioners Expenses.	The whole Act -	34 & 35 Vict. c. 61.	24th June 1873, and end of then next session. (35 & 36 Vict. c. 88.)	24th June 1874, and end of then next session.
(34) 34 & 35 Vict. c. 87. - Sunday Observance Prosecutions.	The whole Act -	- - -	1st September 1873, and end of then next session. (35 & 36 Vict. c. 88.)	1st September 1874, and end of then next session.
(35) 34 & 35 Vict. c. 105. - Petroleum.	The whole Act -	- - -	1st October 1873, and end of then next session.	1st October 1874, and end of then next session.

CHAPTER 76.

An Act to make further Provision for the Regulation of Railways.

[5th August 1873.]

WHEREAS it is expedient to make further provision with respect to the regulation of railways:

Be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Definition of Railway Regulation Acts.

1. The Acts herein-after mentioned may be cited for all purposes by the short titles following; that is to say,

3 & 4 Vict. c. 97.

The Act of the session of the third and fourth years of the reign of Her present Majesty, chapter ninety-seven, and intituled "An Act for Regulating Railways," by the short title of "The Railway Regulation Act, 1840:"

5 & 6 Vict. c. 55.

The Act of the session of the fifth and sixth years of the reign of Her present Majesty, chapter fifty-five, and intituled "An Act for the better regulation of railways and for "the conveyance of troops," by the short title of "The Railway Regulation Act, 1842:"

This Act by the short title of "The Railway Regulation Act (Returns of Signal Arrangements, Working, &c.), 1873:"

This Act shall, so far as is consistent with the tenor thereof, be construed as one with the above-mentioned Acts, and the said Acts, together with this Act, may be cited for all purposes as "The Railway Regulation Acts, 1840, 1842, 1873."

Definition of Summary Jurisdiction Acts.

2. The expression "Summary Jurisdiction Acts" means—

In England, the Act of the session of the eleventh and twelfth years of the reign of Her present Majesty, chapter forty-three, intituled "An Act to facilitate the per-

" formance of the duties of justices of the peace out of sessions within England " and Wales with respect to summary convictions and orders," and any Act passed or to be passed amending the same:

In Scotland, The Summary Procedure Act, 1864, and any Act passed or to be passed amending the same:

In Ireland, The Petty Sessions (Ireland) Act, 1851, and in Dublin the Acts regulating the powers of justices of the peace, or of the police of Dublin metropolis, and any Act passed or to be passed amending the said Acts or any of them.

Definition of Board of Trade.

3. The Lords of the Committee of Her Majesty's Privy Council appointed for Trade and Foreign Plantations are in this Act referred to as " the Board of Trade."

Returns to be made to the Board of Trade by railway companies.

4. Every railway company shall, on or before the fifteenth day of February in every year, make a full and true return to the Board of Trade of the matters and in the forms specified in the first and second schedules annexed to this Act, and the notes annexed to such schedules shall be deemed to be part of this Act in the same manner as if they were enactments contained in the body thereof.

If any railway company makes default in making any return required by this Act, it shall incur a penalty not exceeding five pounds for every day during which such default continues, such penalty to be recovered in manner provided by the Summary Jurisdiction Acts, upon the complaint of any officer of the Board of Trade: Provided that the Board of Trade may in any case dispense with such return or any part thereof where they deem the same inapplicable.

Returns by coroners.

5. Every coroner in England and Ireland within seven days after holding an inquest on the body of any person who is proved to have been killed on a railway, or to have died in consequence of injuries received on a railway, and in Scotland every procurator fiscal within the like time and in like cases, shall make to one of Her Majesty's Principal Secretaries of State, in such form as he may require, a return of the death and the cause thereof.

Amendment of sect. 6. of the Railway Regulation Act, 1842.

6. Where any inspecting officer of the Board of Trade has reported to that Board, in pursuance of the sixth section of the Railway Regulation Act, 1842, that the opening of any railway or portion of a railway would in his opinion be attended with danger to the public using the same by reason of the incompleteness of the works or permanent way, or the insufficiency of the establishment for working such railway, together with the grounds of such opinion, and the Board of Trade have postponed the opening of such railway or portion of a railway in pursuance of such section for the period of one calendar month, it shall be lawful for the said Board, if it thinks fit, unless in the meantime it is stated by the Company to whom such railway belongs that all requisitions made by such inspecting officer upon his inspection of such railway or portion of a railway as being necessary for the safety of the public have been complied with, to direct the postponement of the opening of such railway or portion of a railway for a further period not exceeding one month without going to the expense of directing a further inspection to be made by the officer, and so on from time to time until the requisitions made by such officer have been complied with, or the said Board is otherwise satisfied that such railway or portion of a railway can be opened with safety to the public.

SCHEDULES to which the foregoing Act refers.

FIRST SCHEDULE.

NAME OF RAILWAY.	Number of cases in which any Passenger Line is connected with or crossed on the level by:—				Number of cases in which the usual requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:						REMARKS.
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any crossover Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.		
					Have	Have not	Have	Have not	Have	Have not	
	a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*k*	*l*	
Main Line.											
Branches.											

NOTES.—*a* and *b*.—A single or double junction, or a single or double crossing on the level, to be considered as one case. On single lines of Railway each connection with a portion of double line at loops, terminal stations, or junctions to be stated.

c.—Each individual instance of a siding joining a passenger line, whether at a station or elsewhere, not included in *a* or *b*, and each instance of connection between such siding and such passenger line, to be enumerated.

d.—Each crossover road, not included under *c*, connecting any two lines, to be considered one case.

e & *f*.—These numbers to represent the proportion of connections or crossings enumerated under *a*, *b*, *c*, *d*, the levers for working signals or points in connection with which have or have not been concentrated.

g & *h*.—These numbers to represent the proportions of connections or crossings enumerated under *a*, *b*, *c*, *d*, the levers for working signals and points in connection with which have or have not been interlocked.

k & *l*.—All cases in which safety points have or have not been applied to goods lines or goods sidings joining passenger lines, and enumerated under *b* and *c*, to be here stated.

SECOND SCHEDULE.

Railway Company.	Total Length of the Company's Railway open *for passenger traffic*, and of all other Railways open *for passenger traffic* which are worked by them.		Portions of the Company's Railways, or of other Railways worked by them. (Where the system is not continuous, enter separately one under the other, under the head applicable, each main line or portion of main line or branch line so worked).													Length of the portions of Company's Railway and of other Railways worked by them for *goods and mineral traffic only.*	Remarks.
			Worked by Telegraph.					Worked by the Electric Telegraph, but not on either of the foregoing systems.			Single Lines of Railway (not included in the foregoing columns), (1.) Worked under the system in which only one engine in steam or two or more engines coupled together are allowed to be upon the single line or portions thereof at one and the same time; or (2.) Worked under the Train Porter system; or (3.) Worked under the Train Staff system.						
	Consisting of two or more lines of rails.	Consisting of a single line of rails only.	On the Absolute Block System.	Distance of Double Line.	Distance of Single Line worked by the Absolute Block System in addition to the Train Staff System.	On the Permissive Block System.	Distance of Double Line.	—	Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph in addition to the Train Staff System.	—	System as above (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System (3.) Distance.		
	m. ch.	m. ch.	From to	m. ch.	m. ch.	From to	m. ch.	From to	m. ch.	m. ch.	From to	m. ch.	m. ch.	m. ch.	m. ch.	