(C) Transport workers.

Age of transport worker	Type of Vehicle		Area 1 per week	Area 2 per week
	Mechanically propelled vehicle with carrying capacity (as defined) of	Horse drawn vehicle		
			s. d.	*s. d.*
21 years or over	1 ton or less	One horse	*106 0*	*100 0*
20 and under 21 years ...	" "	" "	*86 0*	*82 0*
19 " " 20 " ...	" "	" "	*77 0*	*73 0*
18 " " 19 " ...	" "	" "	*68 0*	*64 0*
Under 18 years	" "	" "	*59 6*	*55 6*
All ages	Over 1 ton and up to 2 tons.	Two horse	*109 0*	*103 0*
All ages	Over 2 tons and up to 5 tons.	—	*109 0*	*103 0*
All ages	Over 5 tons	—	*113 0*	*107 0* "

EXPLANATORY NOTE

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

This Order, which has effect from the 16th July, 1951, amends Order R.N.T.S. (6) by increasing the statutory minimum remuneration payable to workers in relation to whom the Retail Newsagency, Tobacco and Confectionery Trades Wages Council (Scotland) operates. New provisions in the Schedule are printed in italics.

The Road Haulage Wages Council Wages Regulation (Amendment) Order, 1951

1951 No. 1630

Made - - - - *6th September,* 1951
Coming into Operation *26th September,* 1951

R.H. (38)

Whereas the Minister of Labour and National Service (hereinafter in this Order referred to as " the Minister ") has received from the Road Haulage Wages Council (hereinafter in this Order referred to as " the Council ") the wages regulation proposals set out in the Schedule hereto, being proposals for amending the Road Haulage Wages Council Wages Regulation (No. 2) Order, 1949(a) (hereinafter in this Order referred to as " Order R.H. (30) "); as amended by the Road Haulage Wages Council Wages Regulation (No. 3) Order 1949(b) (hereinafter in this Order referred to as " Order R.H. (32) ") and the Road Haulage Wages Council Wages Regulation Order, 1950(c) (hereinafter in this Order referred to as " Order R.H. (36) "), which fixed the remuneration to be paid by their employers to workers in relation to whom the Council operates ;

(a) S.I. 1949 (No. 799) I, p. 4606. (b) S.I. 1949 (No. 1085) I, p. 4631.
(c) S.I. 1950 (No. 1942) II, p. 1480.

Now, therefore, the Minister, by virtue of the powers conferred on him by section 10 of the Wages Councils Act, 1945(a), and of all other powers in that behalf, hereby makes the following Order:—

Short title and interpretation

1.—(1) This Order may be cited as the Road Haulage Wages Council Wages Regulation (Amendment) Order, 1951.

(2) In this Order the expression "the specified date" means the 26th day of September, 1951, provided that where as respects any worker who is paid wages at intervals not exceeding seven days that date does not correspond with the beginning of the period for which the wages are paid, the expression "the specified date" means, as respects that worker, the beginning of the next such period following that date.

(3) The Interpretation Act, 1889(b), applies to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

Amendment of Order R.H. (30) (*as amended by Order R.H.* (32)) *and revocation of Order R.H.* (36)

2.—(1) Effect is hereby given to the said wages regulation proposals set out in the Schedule hereto.

(2) The provisions of the Schedule hereto shall have effect as from the specified date and as from that date Order R.H. (36)(c) shall cease to have effect.

Signed by order of the Minister of Labour and National Service this sixth day of September, 1951.

Guildhaume Myrddin-Evans,
Deputy Secretary,
Ministry of Labour and National Service.

SCHEDULE

STATUTORY MINIMUM REMUNERATION

Order R.H. (30), as amended by Order R.H. (32) and Order R.H. (36) shall have effect as if in the Schedule thereto for paragraph 1 there were substituted the following paragraph:—

Remuneration of regular road haulage workers (as defined in paragraph 29)

"1. (*a*) Workers whose home depot is situated in the London Area as defined in paragraph 40 (other than the workers specified in sub-paragraph (*c*) of this paragraph):—

(i) Drivers of vehicles other than steam wagons or tractors:—

Age of driver	Carrying capacity of vehicle (as defined in paragraph 25)	Remuneration per week
		s. *d.*
Under 18	Of 1 ton or less	*65* *0*
18 and under 19 ...		*74* *0*
19 „ „ 20 ...		*84* *0*
20 „ „ 21 ...		*94* *0*
21 and over		*118* *0*
All ages	Over 1 ton and up to and including 5 tons	**121* *0* / *†122* *0*
	Over 5 tons and up to and including 8 tons	**125* *0* / *†126* *0*
	Over 8 tons and up to and including 12 tons	*129* *0*
	Over 12 tons	*133* *0*

* These rates apply to drivers whose employment commenced after 8th June, 1932.

† These rates apply to drivers in employment as such on 8th June, 1932, who have remained in the service of the same employer.

(a) 8 & 9 Geo. 6. c. 17. (b) 52 & 53 Vict. c. 63. (c) S.I. 1950 (No. 1942) II, p. 1480.

	Per week s. d.
(ii) Drivers of steam wagons or tractors other than tractors not exceeding two tons unladen weight used exclusively for furniture removal work:—	
Carrying capacity of vehicle—	
Up to and including 8 tons	*125 0*
Over 8 tons and up to and including 12 tons	*129 0*
Over 12 tons	*133 0*
(iii) Drivers of tractors not exceeding two tons unladen weight used exclusively for furniture removal work	*121 0*
(iv) Mates (all ages) on steam wagons	*117 0*
(v) Workers of 21 years of age or over employed as foremen, removal packers or porters in the Furniture Warehousing and Removing Industry:—	
Foremen	*120 0*
Removal packers	*115 0*
Porters	*113 0*
(vi) Statutory attendants under 18 years of age	*70 3*
(vii) Other road haulage workers:—	
21 years of age or over	*115 0*
20 and under 21 years of age	*89 3*
19 „ „ 20 „ „	*79 3*
18 „ „ 19 „ „	*71 3*
17 „ „ 18 „ „	*53 9*
16 „ „ 17 „ „	*48 9*
Under 16 years of age	*43 9*

(*b*) Workers (other than the workers specified in sub-paragraph (*c*) of this paragraph) whose home depot is situated outside the London Area, including those who are employed on long distance services as defined in paragraph 26.

(The rates in this sub-paragraph are subject to the provisions of paragraph 3 relating to vehicles loaded or unloaded in higher graded places and to the provisions of sub-paragraph (*d*) of this paragraph relating to workers temporarily transferred):

(i) Drivers, other than drivers of tractors not exceeding two tons unladen weight used exclusively for furniture removal work:—

Age of driver	Carrying capacity of vehicle (as defined in paragraph 25)	Remuneration per week: Grade 1 areas (as defined in paragraph 40) and long distance services (as defined in paragraph 26)	Remuneration per week: Grade 2 areas (as defined in paragraph 40)
		s. d.	*s. d.*
Under 18	Of 1 ton or less	*63 0*	*61 0*
18 and under 19		*72 0*	*70 0*
19 „ „ 20		*82 0*	*80 0*
20 „ „ 21		*92 0*	*90 0*
21 and over		*113 0*	*109 0*
All ages	Over 1 ton and up to and including 5 tons	*116 0*	*112 0*
	Over 5 tons and up to and including 8 tons	*120 0*	*116 0*
	Over 8 tons and up to and including 12 tons	*124 0*	*120 0*
	Over 12 tons	*128 0*	*124 0*

	s.	d.	s.	d.
(ii) Drivers of tractors not exceeding two tons unladen weight used exclusively for furniture removal work	116	0	112	0
(iii) Workers of 21 years of age or over employed as foremen, removal packers or porters in the Furniture Warehousing and Removing Industry:—				
Foremen	115	6	113	6
Removal Packers	112	6	110	6
Porters	110	6	108	0
(iv) Statutory attendants under 18 years of age ...	67	6	65	0
(v) Other road haulage workers:—				
21 years of age or over	112	0	108	0
20 and under 21 years of age	85	0	82	6
19 ,, ,, 20 ,, ,, ...	75	6	73	0
18 ,, ,, 19 ,, ,, ...	68	6	66	0
17 ,, ,, 18 ,, ,, ...	52	6	51	0
16 ,, ,, 17 ,, ,, ...	46	6	45	0
Under 16 years of age	41	6	41	0

(c) Workers employed on the Carriage of Indivisible Loads—

(i) Workers on vehicles whilst used in connection with the movement of loads, other than live or dead cattle, which by reason of indivisibility require mechanical loading or unloading equipment carried on the vehicle and operated upon the responsibility of the driver.

Carrying capacity of vehicle (as defined in paragraph 25)	London area (as defined in paragraph 40)		Grade 1 and 2 areas (as defined in paragraph 40)	
	Drivers	Mates	Drivers	Mates
	Per week		Per week	
	s. d.	s. d.	s. d.	s. d.
Over 6 tons and up to and including 10 tons	133 0	115 0	129 0	112 0
Over 10 tons and up to and including 16 tons	140 0	115 0	136 0	112 0

(ii) Workers employed on vehicles authorised for the carriage of abnormal indivisible loads as defined in the Motor Vehicles (Authorisation of Special Types) General Order, 1941 (a):—

Carrying capacity of vehicle (as defined in paragraph 25)	London area (as defined in paragraph 40)		Grade 1 and 2 areas (as defined in paragraph 40)	
	Drivers	Mates	Drivers	Mates
	Per week		Per week	
	s. d.	s. d.	s. d.	s. d.
Over 16 tons and up to and including 20 tons	146 0	117 0	142 0	114 0
Over 20 tons and up to and including 25 tons	151 0	121 0	147 0	118 0
Over 25 tons and up to and including 45 tons	156 0	121 0	152 0	118 0
Over 45 tons	181 0	121 0	177 0	118 0
Heavy brakesman and steersman (as defined in paragraph 32)	Per week s. d. 131 0		Per week s. d. 128 0	

(a) S.R. & O. 1941 (No. 987) I, p. 983.

A worker who on any day is employed in the circumstances specified in this sub-paragraph shall be paid at the rate appropriate to the vehicle for all hours worked by him on that day notwithstanding that he may be employed on other work during some part of that day.

(*d*) Workers temporarily transferred.—A worker who is temporarily transferred away from his normal home depot and stationed in another locality (beyond reasonable daily travelling distance from his home) for more than one week shall be paid the rates of wages appropriate to the locality in which his normal home depot is situated, to the new locality to which he has been stationed, or in accordance with the provisions of paragraph 3 (' Vehicles loaded or unloaded in higher graded places ') whichever is the most favourable to the worker.

(*e*) Milk workers—Sunday work.—A milk worker (as defined in paragraph 34) shall be paid time-and-a-half for seven hours twenty minutes for any time worked or deemed to have been worked not exceeding seven hours twenty minutes on Sunday not being the worker's normal day of rest and, thereafter, in accordance with paragraph 13 (*b*)."

EXPLANATORY NOTE

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

This Order, which has effect from the 26th September, 1951, amends Order R.H. (30) as amended by Order R.H. (32) and Order R.H. (36) by increasing the statutory minimum remuneration payable to workers in relation to whom the Road Haulage Wages Council operates. Order R.H. (36) is revoked. New provisions in the Schedule are printed in italics.

The Rubber Manufacturing Wages Council (Great Britain) Wages Regulation Order, 1951

1951 No. 254

Made - - - - 16*th February*, 1951

Coming into Operation 5*th March*, 1951

R.U. (33)

Whereas the Minister of Labour and National Service (hereinafter in this Order referred to as " the Minister ") has received from the Rubber Manufacturing Wages Council (Great Britain) (hereinafter in this Order referred to as " the Council ") the wages regulation proposals set out in the Schedule hereto, being proposals for fixing the remuneration to be paid by their employers to workers in relation to whom the Council operates in substitution for the remuneration fixed for those workers by the Rubber Manufacturing Wages Council (Great Britain) Wages Regulation Order, 1948(a) (hereinafter in this Order referred to as " Order R.U. (26) "), as amended by the Rubber Manufacturing Wages Council (Great Britain) Wages Regulation Order, 1949(b) (hereinafter in this Order referred to as " Order R.U. (28) ");

(a) S.I. 1948 (No. 1173) I, p. 4656. (b) S.I. 1949 (No. 521) I, p. 4637.