



THE JAMAICA GAZETTE SUPPLEMENT

PROCLAMATIONS, RULES AND REGULATIONS

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The following Order was made by the Governor in Executive Council on the 28th of April, 1947, under section 20 of the Jamaica Government Railway Law, Chapter 111, approving the Jamaica Government Railway By-Laws, 1947.

THE JAMAICA GOVERNMENT RAILWAY LAW

(Cap. 111)

THE JAMAICA GOVERNMENT RAILWAY BY-LAWS, 1947

In exercise of the power conferred upon the Governor in Executive Council by section 20 of the Jamaica Government Railway Law the following By-Laws are hereby made:—

1. These By-Laws may be cited as the Jamaica Government Railway By-Laws, 1947.
2. The arrival and departure of passenger trains shall be in accordance with the Time Table set out in the First Schedule to these By-Laws.
3. The arrival and departure of all trains other than passenger trains shall be subject at all times to the directions of the General Manager of the Railway.
4. No person shall send to the Railway any consignment of explosives unless he shall have given to the Traffic Manager twenty-four hours previous notice in writing on the Form "A" in the Second Schedule to these By-Laws of his intention to send such consignment and in such notice he shall state the true name, description and quantity of the explosives contained in the consignment, his own name and address and the name and address of the proposed consignee, and has had a reply to such notice stating that the Traffic Manager is prepared to receive such consignment.

5. A separate Consignment Note shall be provided for explosives and in such Consignment Note no other goods may be included.

6. No consignment of explosives or other dangerous goods may be received by the Railway unless securely packed in strong and sufficient receptacles and the packages are in good condition, plainly and fully addressed to the consignee, nor unless upon the outermost package containing the same shall be written or printed or affixed in conspicuous characters the description of the inner package and the words, "Goods of a Dangerous Nature", and shall also bear a label (to be obtained at any Railway Station) with the word, "Dangerous", printed thereon and also the name of the said goods together with the name and address of the owner and sender.

7. The goods specified in the Third Schedule to these By-Laws will not be received for carriage by the Railway unless they are packed in accordance with the details described in the said Schedule.

8. Consignments of explosives shall be sent to the forwarding station only at such times as the General Manager of the Railway may appoint and every such consignment shall immediately on arrival thereof be delivered to and received by the servants of the Railway authorised to receive the same and by no other person, and on arrival at its destination the same shall be removed from the premises of the Railway within one hour of its arrival, and should the consignee fail to remove such explosives within that time, the servants of the Railway shall have the right to remove the explosives to some safe magazine and the General Manager is hereby authorised to charge the expenses of such removal to the owner or shipper of the explosives, or the packages in the consignment may be sold or otherwise disposed of or returned to the station of despatch and the sender will, if they be returned, be bound to receive them at once and to pay all the charges incurred for carriage, back-carriage, storage and other like expenses.

9. Receptacles containing petrol, naphtha or other highly inflammable liquid which show any sign of leakage will not be accepted for conveyance by rail and may not be retained within the station premises.

10. Explosives, inflammable or other dangerous goods shall not be accepted for carriage by the Railway unless the consignor gives a Declaration in the Form "B" in the Second Schedule to these By-Laws.

11. The Station Master, or a responsible official deputed by him, shall personally see that all precautions and due care are exercised in the loading and unloading of explosives and other dangerous goods.

12. No explosives or other dangerous goods shall be loaded or unloaded on Railway premises except between sunrise and sunset: Provided, however, that in exceptional circumstances explosives or other dangerous goods may be loaded on such premises between sunset and sunrise for despatch by rail but in such circumstances a watchman shall be placed in charge of the explosives or dangerous goods during the loading and until they are despatched. The wages of such watchman shall be paid by the party requiring the loading of the explosives or dangerous goods.

13. Detonators, percussion caps, fireworks, acids, calcium carbide, goods or materials liable to spontaneous combustion, inflammable goods or materials and explosives, iron or steel, (including tools, machinery and all other articles of iron or steel) shall not be contained in the same vehicle with blasting explosives such as dynamite, blasting gelatine, gelignite or other such explosives.

14. Cases containing different kinds of blasting explosives may be loaded together in the same wagon.

15. Gunpowder shall not be loaded in the same wagon as dynamite or any other explosives, nor with inflammable goods, fireworks, detonating and percussion caps or materials liable to spontaneous combustion.

16. Explosives must not be loaded in a wagon or vehicle in which naphtha, acids, corrosive and dangerous chemicals, petrol or other highly inflammable liquid are placed.

17. The loading and unloading of explosives, naphtha, petrol or other inflammable liquid into or out of any wagon or truck when once begun shall be continued with all due diligence until completed, and care should be taken to see that the loading or unloading is commenced at a time which will admit of the work being finished before sunset.

18. Explosives should not be loaded in two or more separate parts of a vehicle but with an even, uniform surface across the floor of the wagon and rigidly stacked.

19. When loading or unloading explosives or other dangerous goods, the casks and packages containing the same shall, as far as practicable, be passed from hand to hand and not slid along or rolled upon the ground, the floor of the goods shed or wagon. In no such case shall any such casks or packages be rolled unless hides, cloth or such other suitable material have previously been laid down on the place over which they have to be rolled. Such casks or packages shall not be thrown or dropped but shall be carefully deposited and stored.

20. No person, while engaged in loading or unloading any explosive, shall wear boots or shoes with steel or iron nails or tacks of any kind or have about his person any matches, explosive or means of striking a light, and all persons while so engaged shall abstain from smoking.

21. The General Manager of the Railway will incur no liability whatsoever in respect of the loading, stowage or unloading of explosives or dangerous goods nor in respect of any loss or damage arising out of or by reason of the loading, stowage or unloading thereof, nor will he be answerable for any loss or damage resulting directly or indirectly from the presence of such explosive or dangerous goods on the premises of the Railway, nor will he be answerable for any discrepancy in the delivery as to either quantity, number or weight, nor for the condition of such goods, nor for over-carriage of the goods, nor for the detention or delay in or in relation to the conveyance or delivery thereof.

22. Should any package of explosive or dangerous goods appear to be defective while in the course of carriage by rail or on Railway premises, the servants of the Railway may detain or stop the further handling and delivery of such package which may be removed, repaired, repacked or stored at the risk and expense of the owner.

23. Applications for conveyance of livestock shall be made in the Form "C" in the Second Schedule to these By-Laws, provided that in exceptional cases applications by telegram or letter may be accepted subject, however, to the terms contained in the said Form "C" being deemed to be incorporated in such telegram or letter. The acceptance of an application to receive livestock is subject to the discretion of the Traffic Manager of the Railway, provided that no application will be accepted when a longer period intervenes than twenty-one days in advance of the date upon which the conveyance is required.

24. Every such application shall be accompanied by a deposit of 20/- or actual freight when less than that amount, for each vehicle ordered: Provided, however, that in special cases the General Manager of the Railway may accept assurances for payment from responsible parties.

25. No application may be withdrawn or reduced or altered within three clear days of the date of conveyance except on payment of all expenses incurred by the Railway in connection with the supply of wagons and other vehicles.

26. The General Manager of the Railway shall have the right to charge for all vehicles ordered and not used on the date and at the station specified in the order as if used, or to charge demurrage for any days that the wagons remain unused at the request of the consignor. Sundays, Christmas Day and Good Friday are not included in the number of days to be reckoned.

27. The acceptance of the deposit shall not necessarily imply that horse boxes, stock wagons or other conveyance ordered will be supplied.

28. All livestock delivered at a station for conveyance shall be accompanied by a Consignment Note in the appropriate Form set out in the Second Schedule to these By-Laws and should be at the station at least one hour before the train is timed to start.

29. Livestock may be received and delivered only at such stations as have accommodation for loading and unloading and only at the times to be previously arranged.

30. Livestock shall not be received for conveyance by the Railway on Sunday, Good Friday, Christmas Day, or by passenger train on any Public General Holiday, nor on any day immediately preceding such holiday.

31. Where the shipper of any livestock declares the value of the same to be in excess of that provided in section 13 of the Jamaica Government Railway Law, he shall pay to the Railway five per centum of the value so declared above the value stated in the said Law together with the ordinary rate of charge.

32. Where the shipper has so declared the value in excess of that provided in the Law, the servants of the Railway may regulate the number of animals to be received into each truck.

33. No horse, cattle, or other animal may be received by the Railway unless the owner thereof accepts all risk of injury to such horse, cattle or other animal while on the premises of the Railway not arising from negligence on the part of the servants of the Railway. The General Manager of the Railway shall at all times be held free from all risk or responsibility in respect of any loss or damage arising on the loading or unloading, or from suffocation, or from being trampled on, bruised or otherwise injured in transit, or from fear, or from any other cause whatsoever not arising from such negligence as aforesaid, or where the loss or injury arises wholly or partly from fear or restiveness, and, before loading, the shipper shall sign the "Conditions" relieving the General Manager of the Railway from all such responsibility. All fastenings in either horse boxes or trucks shall be made secure by the consignor who shall take the full risk and responsibility in connection therewith.

34. All livestock shall be loaded and unloaded by the shippers and consignees respectively, or their agents.

35. All livestock shall be unloaded within three hours of their arrival, or they may be unloaded by the servants of the Railway and the consignee charged 1/- per head for horsekind or cattle, or 5/- for a four-wheeled vehicle, or 10/- for an eight-wheeled vehicle, in addition to the charges for conveyance.

36. When a vehicle is only partly occupied by a consignment, the Railway may make use of the available space for other livestock or goods.

37. Mixed livestock may be carried together in the same truck, provided the whole consignment belongs to one person and the Railway is relieved of all responsibility with respect to the carriage of such livestock.

38. No sheep, cattle, horse or other livestock which, in the opinion of the General Manager of the Railway, his officers or employees, may be infected with any disease, shall be loaded into any vehicle, truck or wagon of the Railway.

39. All livestock shall be removed from the Railway premises immediately after being unloaded and, if not so removed, will remain at the owner's risk and responsibility and may be sent to agistment or livery, the cost of which shall be paid by the owner on demand as part of the authorised charges and such livestock, if not removed within seven days, may be sold by auction by order of the General Manager of the Railway and the proceeds applied in payment of all expenses incurred in connection with such livestock, and the balance thereof, if any, paid to the owner on demand.

40. Motor cars, buggies, carriages and such like vehicles shall be accepted for conveyance at owner's risk, from and to such stations only as have accommodation for loading and unloading. Before receipt of any such vehicle, the consignor shall sign the "Conditions" relieving the General Manager of the Railway from all responsibility in respect of the receipt and delivery of such vehicle. Every such vehicle shall be at the station not less than two hours before the departure of the train by which it is intended to be despatched, notwithstanding the fact that the General Manager of the Railway does not guarantee to forward it by any particular train.

41. Where delivery is not taken of any such vehicle within twenty-four hours of its arrival, a charge may be made for storage at the rate of 2/6d. for each vehicle for the first day, 2/- for the second day and 1/6d. for each succeeding day or part of a day, until removal from the premises of the Railway.

42. The General Manager of the Railway will not incur any liability for the loss or damage of or to any whip, cushion, lamp, curtain or other movable article pertaining to and sent along with such vehicle.

43. The loading or unloading of every such vehicle shall be done by the consignor, if so required by the servants of the Railway.

44. No person shall begin to load or unload goods at a Railway Station or shall take possession, for that purpose, of any wagon or truck or shall move the same until he has obtained the permission of the Station Master, and all persons loading or unloading goods shall strictly comply with the orders and directions of the Station Master.

45. The General Manager of the Railway shall receive and accept for carriage free of charge the personal baggage of passengers travelling by the same train, according to the following scale:—

First Class Passengers	...	...	...	...	150 lbs.
Second Class Passengers	...	...	...	...	100 lbs.

Provided that where a passenger is travelling on a child's ticket the weight shall be one-half of that provided for adults, except in the case of school children proceeding to or returning from a school at half-fares, when the full adult allowance of baggage will be permitted.

46. All such baggage shall be received by the Railway and carried at the owner's risk, and the General Manager of the Railway shall incur no liability for the loss or damage of or to any such baggage, however such loss or damage may be caused, whether by the negligence of the servants of the Railway or otherwise.

47. Notwithstanding the provisions of By-Law 45, passengers travelling on excursion tickets will not be permitted any free baggage allowance.

48. The General Manager of the Railway will accept for purposes of conveyance by the Railway all goods not specifically mentioned in these By-Laws, in accordance with the terms of the appropriate Consignment Note set out in the Second Schedule to these By-Laws.

49. Where goods are delivered at the Railway for carriage at carrier's risk, the shipper shall at the time of delivery of such goods tender a Consignment Note in the Form "D" in the Schedule to these By-Laws and the same shall be fully executed by him.

50. Where any goods are shipped by rail on a Consignment Note in the Form "E" in the Schedule to these By-Laws, the General Manager of the Railway shall not be liable for any loss or damage, however caused, whether by the negligence of his servants or agents or otherwise, to any goods covered by such a Consignment Note.

51. Delivery of goods shipped by rail shall be on presentation of the Railway receipt for such goods.

52. No person shall travel upon the Railway or enter any Railway Station or carriage insufficiently or indecently clad, or in a state of intoxication, and no person shall use any obscene or abusive language or write obscene or offensive words or mark or draw or post or placard any obscene picture on any part of any Railway Station, carriage, or premises, and no person shall commit any nuisance or otherwise interfere with the comfort of passengers.

53. No person shall spit or commit any other nuisance upon the floor or any other part of any carriage, vehicle, waiting room or platform or premises of the Railway.

54. No person shall permit to flow or to be emptied or to be placed, or cause or suffer to flow or to be emptied or to be placed, any sewage, night soil, drainage or other offensive matter on, to or upon any Railway or any siding, building, pier, wharf, jetty, land or other premises vested in or used by or under the control of the Railway.

55. Every person travelling on the Railway or desirous of going on a Railway platform shall, before entering the Railway carriage or going on the platform, purchase at the appointed place in the Station a ticket specifying the class of carriage and the Stations for conveyance between which the ticket is issued and the day of issue, or the platform for which the ticket is sold.

56. Tickets are available only on the day of issue unless otherwise specified on the face of the ticket or in any notice, advertisement or other document signed by the General Manager of the Railway or some authorised officer, in which cases the tickets shall be available only in accordance with the terms of such document.

57. No person shall enter any part of any Railway Station or any Railway carriage without producing and allowing inspection of his ticket to any servants of the Railway who shall demand production of the same, provided, however, that nothing in these By-Laws shall apply to a person who has entered a Railway Station for the purpose of obtaining a ticket. For the purposes of this By-Law the word, "Station", includes the buildings used as such and the platform attached thereto.

58. Every person travelling in any carriage of the Railway shall allow inspection of his ticket (whether a contract or season ticket, free pass or otherwise) to any servant of the Railway whenever required so to do.

59. Every person travelling on the Railway shall, when called upon by any servant of the Railway, deliver up his ticket to such servant.

60. No person shall use or attempt to use a ticket on any day for which such ticket is not available, or shall use a ticket which has been already used.

61. Any person using, or attempting to use, a ticket for any other Station beyond that for which it is available shall pay on demand to the servant of the Railway demanding same the fare from the Station to which he was booked to the Station to which he has travelled or is travelling, together with the prescribed booking fee.

62. Any person whose ticket shall have become altered or defaced so as to render the date, number, or any material portion thereof illegible shall pay the full fare for the journey he has made, together with the prescribed booking fee.

63. Contract or season tickets and other passes are not transferable and no holder of a contract or season ticket or other pass shall part with the possession of his ticket in order that any other person may travel therewith.

64. No person shall sell, or attempt to sell, or part, or attempt to part, with the possession of either half of any return ticket so as to enable any other person to travel therewith.

65. No person shall travel, or attempt to travel, upon the Railway without having previously paid his fare, or shall ride in or upon a carriage of a higher class than that for which he shall have paid his fare, or continue his journey in or upon any carriage beyond the place to which he shall have paid his fare.

66. No passenger shall travel on the roof, steps, platform or foot board of any carriage or on the engine or in the guard's van or any portion of any carriage not intended for the conveyance of passengers, unless duly authorised by the General Manager of the Railway.

67. No person shall enter or leave, or attempt to enter or leave, any carriage while the train is in motion, or elsewhere than by the side of the carriage adjoining the platform or other stops appointed by the General Manager of the Railway for passengers to enter or leave.

68. No person shall enter a carriage or compartment of a carriage containing the full number of persons which it is constructed to convey when any such persons or any servant of the Railway objects to his so entering.

69. Any person who finds any lost property upon any Station or premises or in or upon any carriage or vehicle of the Railway shall immediately hand over the same to the Station Master in charge of the Station at or nearest the place where such property was found, or to the guard of the train.

70. No person shall, without the consent in writing of the General Manager of the Railway, sell, or attempt to sell, any article on any train or Railway premises.

71. No person shall, without the permission in writing of the General Manager of the Railway, post, stick upon or write, or cause to be posted, stuck upon or written, any placard or advertisement or other matter within or on any post, fence, gate, platform, wall, building or other property or premises of the Railway.

72. No person shall, without the permission of the General Manager of the Railway, take into, or have in his charge in any carriage or other vehicle intended for the conveyance of passengers, any dog or other animal.

73. No person shall take, bring or place loaded firearms upon any carriage, wagon, truck or other vehicle forming or intended to form a train or any portion of a train on the Railway or to or upon any Station or other premises of the Railway.

74. The driver or conductor of every omnibus, cab, carriage, wagon, wain, cart, dray or other vehicle shall, while in or upon any Station yard or other premises of the Railway, obey the directions of the servants or officers of the Railway or of any Constable.

75. No person shall trespass upon the Railway or upon any of the lines, Stations or other premises pertaining to the Railway.

76. No person shall obstruct or impede any officer or employee of the Railway in the discharge of his duties on the Railway or on any Station or premises connected therewith.

77. No person, other than a gate-keeper or other person appointed to act in the absence of the gate-keeper, shall open or close, or shall cause to be opened or closed, any gate placed at the crossing of a public road.

78. No person shall, except to avert danger, display, or cause to be displayed, any signal which shall cause any train to be stopped or its speed reduced.

79. No person, when an approaching engine or train is signalled or within sight or within hearing, or when warned by a servant of the Railway not to do so, shall go onto or cross the Railway, or shall drive across the Railway any horse, mule, cattle, sheep, goat or other animals or any carriage, motor car, cart, wagon, or any other thing.

80. No person shall cross, or attempt to cross, any line of railway elsewhere than at an authorised crossing place, or shall cross, or attempt to cross, any line of railway at an authorised crossing place when warned not to do so by a servant of the Railway.

81. Where any special carriage or portion of a carriage or any room or apartment is provided for the exclusive use of females, no person of the male sex (other than a child under seven years of age) shall enter such carriage or portion of a carriage or any such room or apartment, or shall remain therein after having been informed of its exclusive reservation.

82. No person having a ticket for one class shall enter or remain in rooms or places set apart for passengers of a higher class.

83. No person shall drive any motor car or other machine, or shall ride any bicycle, or ride or drive any animal upon or along the Railway line or any pier, wharf, jetty, platform or any pathway or subway of the Railway.

84. No person shall drive any animal attached to a vehicle, or drive any motor car or other machine through, into or out of any Railway Station yard or premises of the Railway at a rate of speed involving danger to others.

85. No person shall drive or negligently allow any cattle, horse, sheep, swine or other animal to stray upon any line or premises of the Railway.

86. No person suffering from any contagious or infectious disease shall enter any Railway carriage or Station.

87. The General Manager of the Railway may refuse to carry any horse, cattle, sheep, swine, bird or other livestock which he reasonably believes to be diseased. No person shall, without the written permission of the General Manager of the Railway, drive or bring, or cause or permit to be driven or brought, upon or into any Station yard, shed or premises of the Railway, any horse, cattle, sheep, swine, bird or other livestock having or suffering from any disease whatsoever.

88. No person shall throw or cause to be thrown at or from any carriage or other vehicle of the Railway any bottle, stone, or other missile.

89. No person, unless with the written permission of an authorised officer of the Railway and wearing a distinctive numbered badge which will not be transferable and for which a deposit of 5/- shall be made, shall come in or upon any carriage, vehicle or premises of the Railway for the purpose of removing any passengers' baggage for reward, and no person, unless so authorised and wearing a distinctive numbered badge as aforesaid, shall solicit custom or hire in or upon any carriage, vehicle or premises of the Railway.

90. Any person offending against any of these By-Laws shall be liable on conviction to a penalty not exceeding ten pounds or to imprisonment with hard labour for a term not exceeding one month.

91. The By-Laws made under the Jamaica Government Railway Law and published at pages 902 to 905 of the Jamaica Gazette of the 1st day of September, 1932, are hereby rescinded.

FIRST SCHEDULE

Passenger Service Time-Table—Jamaica Government Railway

Station from	Station to	Depart	Arrive	REMARKS	
Kingston	Porus	4.15 p.m.	6.45 p.m.	(<i>Passenger</i>)	Week days
Montego Bay	Kingston	7.30 a.m.	2.15 p.m.	(<i>do.</i>)	Week days
Frankfield	May Pen	4.30 a.m.	6.06 a.m.	(<i>Passenger</i>)	<i>Steam Train</i> on Mondays Thursdays, Fridays, and Saturdays.
do.	do.	5.00 a.m.	6.10 a.m.	(<i>do.</i>)	<i>Trolley</i> on Tuesdays and Wednesdays
May Pen	Frankfield	6.00 p.m.	7.15 p.m.	(<i>Passenger</i>)	<i>Steam Train</i> on Wednes- days, Thursdays, Fri- days and Saturdays.
do.	do.	6.00 p.m.	7.11 p.m.	(<i>do.</i>)	<i>Trolley</i> on Mondays and Tuesdays.
Bog Walk	Ewarton	3.17 p.m.	3.50 p.m.	(<i>Passenger</i>)	<i>Trolley</i> on Mondays and Wednesdays <i>Steam</i> <i>Train</i> on Fridays and Saturdays.
Spanish Town	Ewarton	5.00 p.m.	6.05 p.m.	(<i>Mixed</i>)	<i>Steam Train</i> on Tuesdays and Thursdays
Port Antonio	Kingston	6.20 a.m.	11.05 a.m.	(<i>Passenger</i>)	<i>Steam Train</i> on Mondays Tuesdays and Thurs- days.
do.	do.	6.20 a.m.	9.43 a.m.	(<i>do.</i>)	<i>Kalamazoo</i> on Wednesdays, Fridays, and Saturdays.

Connects at May Pen
with in-coming Train
from Porus which
arrives, Kingston at
8.00 a.m.

Service from May Pen
off out-going Porus
Train.

Service from Bog Walk
off out-going Port
Antonio Train.

From Spanish Town
off out-going Porus
train.

FIRST SCHEDULE, *contd.*

Passenger Service Time Table—Jamaica Government Railway

Station from	Station to	Depart	Arrive	Remarks
Kingston ..	Port Antonio ..	2.15 p.m.	6.30 p.m.	(<i>Passenger</i>) Train on Mondays, Wednesdays, Fridays, and Saturdays.
do. ..	do. ..	2.15 p.m.	5.38 p.m.	(do.) Kalamazoo on Tuesdays and Thursdays.
Frankfield ..	May Pen ..	1.00 p.m.	2.55 p.m.	(<i>Market</i>) Steam Train on Thursdays only } Connects at May Pen with in-coming Train from Porus
Kingston ..	Porus ..	4.15 p.m.	6.45 p.m.	(<i>Passenger</i>) Week days
Montego Bay ..	Kingston ..	7.30 a.m.	2.00 p.m.	(do.) do.
Frankfield ..	Spanish Town ..	7.00 a.m.	10.10 a.m.	(do.) do. Service extended to Spanish Town to connect with in-coming Port Antonio train
Spanish Town ..	Frankfield ..	2.50 p.m.	5.45 p.m.	(do.) do, Service to commence at Spanish Town off out-going Port Antonio train.
Bog Walk ..	Ewarton ..	3.17 p.m.	3.50 p.m.	(<i>Mixed</i>) do. Service to commence at Bog Walk off out-going Port Antonio train.
Port Antonio ..	Kingston ..	6.45 a.m.	11.05 a.m.	(<i>Passenger</i>) Week days
Kingston ..	Port Antonio ..	2.15 p.m.	6.30 p.m.	(do.) do.
Albany ..	Kingston ..	9.00 a.m.	2.30 p.m.	(<i>Market</i>) Tuesdays and Thursdays
Kingston ..	Albany ..	1.30 p.m.	4.30 p.m.	(do.) Saturdays only.
Frankfield ..	Kingston ..	1.00 p.m.	6.20 p.m.	(do.) Thursdays only.

SECOND SCHEDULE

FORM "A"

JAMAICA GOVERNMENT RAILWAY

Explosives

The GENERAL MANAGER of the JAMAICA GOVERNMENT RAILWAY is requested to receive at..... Station the goods under-mentioned for conveyance at "Owner's Risk" to..... Station to be delivered to.....or his order, subject to the published terms and conditions exhibited at the various Stations. The consignor agrees to have the goods herein referred to removed from the premises of the Railway within one hour after the arrival at destination, and if the consignee fail to remove same within that time, I agree to hold myself liable for any expenses incurred by the Railway Department in removing same to a magazine or other place of safe keeping, or the package and contents may be sold or otherwise disposed of, or returned to me, and I guarantee, if returned, at once to receive them, and to pay all the charges incurred for carriage, return carriage and storage.

I also further agree to hold myself liable for any loss or damage that may happen or be occasioned by the explosives while they are in possession of the Railway.

I certify that the goods herewith tendered for carriage are properly described below, that they are packed in accordance with the Jamaica Government Railway By-Laws, 1947, that they are in proper condition for transport and show no signs of exudation or liquefaction, and I hereby agree to the conditions laid down in the said By-Laws governing their conveyance.

.....Signature

.....Date

.....Address

Address of Sender	Number and Description of Packages	Contents

NOTE: Explosives will not be conveyed by passenger or mixed trains. No consignments of explosives will be accepted for shipment by the Railway unless one day's previous notice in writing has been received from the consignor, and arrangements made with the agent of the Railway for its conveyance.

FORM "B"

DECLARATION FORM

*To accompany the Consignment of Explosive or Dangerous Goods tendered
for Despatch with*

Consignment Note No..... date.....
from.....to.....
(consignor) (consignee)

from.....Station to.....Station.

Description of Goods

.....
.....
.....

It is hereby declared that the goods herewith tendered for carriage are properly described above, that they are packed in accordance with the provisions of the Third Schedule to the Jamaica Government Railway By-Laws, 1947, that they are in proper condition for transport, and show no signs of exudation or liquefaction, and I/We hereby agree to the conditions laid down in the said By-Laws governing their conveyance.

.....
Signature of Sender or Senders

Date.....

FORM "C"

SENDER'S REQUISITION FOR WAGONS

.....194.....

JAMAICA GOVERNMENT RAILWAY,

Please supply for my use the wagons mentioned below for goods to be moved according to the By-Laws, Regulations and Conditions of the Railway.

In order to guard against loss to the Railway by supplying and arranging to haul wagons ordered in excess of requirements, I guarantee a minimum payment of the full wagons load rates, less ten per cent., between the Stations named on all wagons hereby ordered and available for use as ordered on the date given. It is also understood that if the General Manager of the Railway is not satisfied that the wagons ordered and supplied, or any of them, are required for use, he may remove same at any time without incurring any liability to me.

Station at which required	Date required	Number and description of wagons	Description of freight to be moved	Destination

.....Sender

.....Address

FORM "D"

JAMAICA GOVERNMENT RAILWAY

CONSIGNMENT NOTE

(To be Carefully Preserved for Reference)

Carrier's Risk
See back for
Conditions.

Delivered to the JAMAICA GOVERNMENT RAILWAY at
Station this.....day of.....19.....
to be forwarded and consigned to (full address).....
at.....Station, subject to the conditions printed
at the back hereof.

Marks	Numbers	Description of Goods	Weight (lbs.)

.....Sender

.....Full Address

The Railway will not be responsible for breaking or damage of fragile or improperly packed goods, nor for goods not legibly or sufficiently marked nor for goods left at a Station unless the same be signed for as received by a responsible officer of the Railway, nor for fermentation, sweating or leakage of liquids, nor for shrinkage in weight of any goods, nor for more than the cost value of any goods at the point of loading, nor in any case for a value of more than one shilling per pound weight for any article whatever unless the value is declared at the time of loading and insurance paid at the prescribed rates.

The Railway will not be responsible for any delay not caused by the negligence of the Railway, its servants or agents, in the transportation or delivery of perishable articles.

The Railway will not be responsible for loss or damage of any nature to BANANAS, LIVESTOCK or VEHICLES, nor for any delay in transportation or delivery of perishable articles not caused by the negligence of the Railway, its servants or agents.

No Station Master or Clerk or other subordinate officer of the Railway has any authority to dispense with or vary any of these conditions or to make any special contract or to alter or add to any Consignment Note.

The weights are solely for the purpose of arriving at the Railway charges, and the weights shewn are not intended for buying or selling purposes.

All goods charges to be prepaid except under special arrangement with the General Manager.

Station Masters will require parties loading wagons to furnish an account of the same on these blanks, and the same of all parties consigning goods for shipment. Where the work of loading or unloading is performed by the consignors, or consignees, an extra charge of 5/- per four-wheeled wagon or 10/- per eight-wheeled wagon per day or part of a day (unless otherwise arranged) will be made for wagons ordered and not loaded within 12 working hours after being made available for loading or in such time as may be allowed; or for wagons received loaded and not discharged within 12 working hours after their arrival at destination or within such time as may be allowed. (Any extension of the 12 hours to be arranged with the Traffic Manager).

No charge will be made for demurrage on wagons for Sundays, Christmas Day and Good Friday and Public Holidays.

The Railway, however, reserves the right to unload any wagons, if considered necessary, and to charge the consignees with the cost of unloading together with any charge incurred for demurrage.

The Railway will not be responsible for any loss or damage from fire, not caused by the negligence of the Railway, its servants and agents.

No goods of any kind will be accepted without a Consignment Note properly filled up and signed by the sender or his agent nor until the charge for carriage is paid.

FORM "E"

JAMAICA GOVERNMENT RAILWAY

CONSIGNMENT NOTE

Owner's Risk Form

(To be Carefully Preserved for Reference)

Delivered to the JAMAICA GOVERNMENT RAILWAY at
 Station this.....day of.....19.....
 to be forwarded and consigned to (full address).....
 at.....Station, subject to the conditions printed
 hereunder.

THIRD SCHEDULE *contd.**Method of Packing*

Benzine Collas	}	In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. each package.
Collodion		
Ether	}	(a) In approved iron drums, hermetically sealed; or,
		(b) In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. each package.
Alcohol	}	(a) In hermetically sealed tins or bottles, packed in cases not exceeding 84 lbs. each package; or
Fuel Oil		(b) In approved iron or steel drums hermetically sealed.
Gasoline		(Gasoline or petrol may be conveyed by passenger trains, every care being taken to guard against fire).
Kerosene Oil		
Paraffin Oil	}	To be packed in sawdust, in strongly made wooden boxes, and in good order.
Petrol		
Ammunition		
Cartridges		
Dynamite		
Fuse	}	In approved steel or wrought iron drums, gross weight not to exceed 5 cwt. for each drum. If the weight of the drum exceed 1 cwt. it must be securely packed in wooden cradles in three sections, and protected at each end by wooden bars to prevent concussion during transit.
Matches, not safety		
Bisulphide of Carbon	}	In metal bottles or tubes, packed in sawdust in cases.
Liquid Ammonia		
Oxygen Gas	}	In metal tubes packed in cases.
Acids, dangerous or corrosive, N.O.S.		
Oil of Vitriol		
Sulphuric Acid		
	}	In bottles packed in sawdust in cases; in glass carboys, or in bottles packed in cases or hampers; or in lead cisterns, hermetically sealed, containing not more than 1 cwt. of acid; or in jars packed with bagging and enclosed in cases or crates; or in 10 gallon steel barrels; or in iron or steel drums, the gross weight per drum not to exceed 1,400 lbs. The drums not to be accepted unless in good condition and free from dust.

THIRD SCHEDULE *contd.**Method of Packing*

Nitric Acid or Aquafortis	}	In glass carboys, or in bottles packed in cases or boxes, or in stone ware jars protected by wicker-work.
Potassium		
Sodium	}	In iron drums hermetically sealed.
Sulphuric Anhydride or Sulphuric Acid Crystals		
Peroxide of Sodium	}	In hermetically sealed tins, each not exceeding 14 lbs. in weight, packed in strongly bound cases, all of sufficient strength to prevent either the escape of the peroxide of sodium from the package, or the admission of moisture to the peroxide of sodium. The contents of any one package not to exceed 112 lbs. in weight.
Phosphorus		(a) In iron drums, hermetically sealed; or (b) in tins of sufficient strength, hermetically sealed and properly packed in sawdust or wooden cases.

Nitric Acid and Sulphuric Acid must not be enclosed in the same package or loaded with other chemicals, nor must they be packed together; and bottles containing Nitric Acid must be packed in sand or other material on which the acid has no chemical action.

Ammonia Liquid must not be enclosed in the same package or loaded with acids or Bromine.

Dated at Kingston this 28th day of April, 1947.

JOHN H. CLERK,
Clerk to the Executive Council.

No. 63

The following Order was made by the Governor in Executive Council on the 14th of July, 1947, under section 20 of the Jamaica Government Railway (Amendment) By-Laws, 1947.

THE JAMAICA GOVERNMENT RAILWAY LAW

(Cap. 111)

THE JAMAICA GOVERNMENT RAILWAY (AMENDMENT) BY-LAWS, 1947

In exercise of the powers conferred upon the Governor in Executive Council by section 20 of the Jamaica Government Railway Law the following By-Laws are hereby made:—

1. These By-Laws may be cited as the Jamaica Government Railway (Amendment) By-Laws, 1947, and shall be read and construed as one with the Jamaica Government Railway By-Laws, 1947, (hereinafter referred to as the principal By-Laws) and all amendments thereto.

2. The Schedules to the principal By-Laws are hereby amended by the deletion therefrom of the First Schedule and the substitution therefor of the following:—

JAMAICA GOVERNMENT RAILWAY

Time-Table showing Departures and Arrivals

MONTEGO BAY SECTION

Station	Rail Car Week Days	Rail Car or Steam Train Week Days	Steam Train Week Days	Steam Train Week Days	Rail Cars Sats. only
Kingston dep.	5.15 a.m.	7.30 a.m.	10.00 a.m.	4.15 p.m.	Catadupa 7.20 a.m. 7.40 a.m.
Fort Simonds arr. ..	7.15 a.m.	—	—	—	
Spanish Town arr. ..	..	8.10 a.m.	—	—	
Montego Bay arr. ..	—	—	4.30 p.m.	—	Montego Bay arr. 8.10 a.m. 8.28 p.m.
Porus arr. ..	—	—	—	6.45 p.m.	

Station	Steam Train Week Days	Stream Train Week Days	Rail Car	Rail Car or Steam Train Week Days	Rail Cars
Porus dep.	5.30 a.m.	—	—	—	Montego Bay dep. 3.20 p.m. 4.15 p.m.
Montego Bay dep.	—	7.30 a.m.	—	—	
Fort Simonds dep.	—	—	4.30 p.m.	—	
Spanish Town	—	—	—	4.53 a.m.	
Kingston arr.	8.00 a.m.	2.15 p.m.	6.30 p.m.	5.25 p.m.	Catadupa arr. 4.10 p.m. 5.30 a.m.

Aug. 23, 1947]

PROCLAMATIONS, RULES AND REGULATIONS

FRANKFIELD

Station		Rail Car Mondays only	Rail Car Mondays Tuesdays Wednesdays Fridays	Steam Train Thursdays Saturdays
May Pen	dep.	8.30 a.m.	6.00 p.m.	6.00 p.m.
Frankfield	arr.	10.00 a.m.	7.11 p.m.	7.50 p.m.

Station		Rail Car Tuesdays, Wednesdays, Thursdays, Saturdays	Steam Train Thursdays	Steam Trains Fridays	Rail Car Mondays
Frankfield	dep.	5.00 a.m.	1.00 p.m.	4.30 a.m.	10.30 a.m.
May Pen	arr.	6.10 a.m.	—	6.06 a.m.	12.00 noon
Spanish Town	arr. . .	—	4.49 p.m.	—	—
Kingston	arr. . .	—	5.25 p.m.	—	—

PORT ANTONIO SECTION

Station		Rail Car Fridays	Mondays, Tuesdays, Thursdays	Steam Train Wednesdays Saturdays	Steam Train Fridays	Steam Train Saturdays only	
Kingston	dep.	1.45 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	Buff Bay	dep. 8.15 a.m.
Buff Bay	arr. ..	—	—	—	5.33 p.m.		
Port Antonio	arr.	5.08 p.m.	5.38 p.m.	6.30 p.m.	—	Port Antonio	arr. 9.14 a.m.

Station		Steam Train Mondays Thursdays	Rail Car Tuesdays, Wednesdays, Fridays, Saturdays	Steam Train Saturdays only	—
Port Antonio	dep. ..	6.20 a.m.	6.20 a.m.	4.30 p.m.	
Kingston	arr. ..	11.05 a.m.	9.43 a.m.	—	
Buff Bay	arr. ..	—	—	5.31 p.m.	—

Aug. 23, 1947]

PROCLAMATIONS, RULES AND REGULATIONS

EWARTON BRANCH

Station	Rail Car	Steam Train Thursdays	Steam Train Fridays and Saturdays	Rail Car Tuesdays
Spanish Town dep. ..	—	5.00 p.m.	—	5.00 p.m.
Bog Walk dep. ..	3.17 p. m.	5.30 p.m.	3.17 p.m.	—
Ewarton dep. ..	3.50 p.m.	6.05 p.m.	3.50 p.m.	6.05 p.m.

Station	Steam Train Mondays, Fridays, Saturdays	Rail Car Tuesdays, Wednesdays, Thursdays	—	—
Ewarton dep. ..	5.40 a.m.	6.20 a.m.	—	—
Spanish Town arr. ..	7.10 a.m.	7.10 a.m.	—	—

Dated at Kingston this 14th day of July, 1947.

JOHN H. CLERK,
Clerk to the Executive Council.

J 1209/II