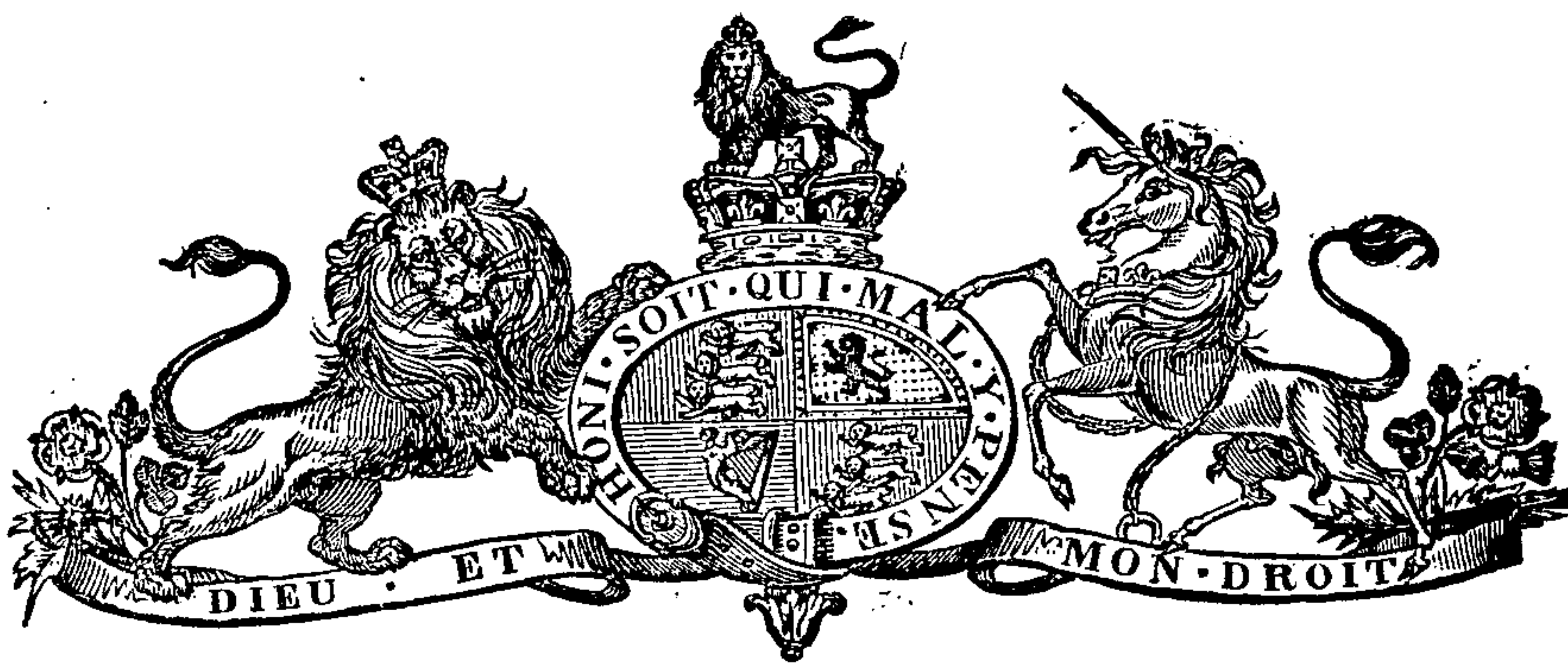




ANNO VICESIMO OCTAVO & VICESIMO NONO

VICTORIÆ REGINÆ.

Cap. cclxxxvii.

An Act for the Amalgamation of the *Scottish Central Railway Company* with the *Caledonian Railway Company*; and for other Purposes.
[5th July 1865.]

WHEREAS the *Caledonian Railway* and the *Scottish Central Railway* form a continuous Portion of the great Line of Communication between *London* and the North of *Scotland viâ Carlisle*: And whereas it would conduce to the public Advantage and to the convenient and economical working of the same Undertakings that they should be permanently united under One Management, and the Two Companies are desirous and have agreed that, subject to the Sanction of Parliament, their Undertakings should be amalgamated; and it is expedient that such Amalgamation should be carried into effect: And whereas it would be of Advantage to the Public that the several Railway Companies owning Lines of Communication between the Metropolis and *Scotland* should have Running Powers and other Facilities over certain Portions of their respective Systems: And whereas the Acts in force relating to the *Caledonian Railway Company* are set forth in Part I. of the First Schedule to this Act, and the Acts in force relating to the *Scottish Central Railway Company* are set forth in Part II. of the same

[*Local.*] 47 T Schedule:

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

Schedule: And whereas the Objects aforesaid cannot be carried into effect without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and 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:

Short Title.
Commence-
ment of Act.

1. This Act may be cited for all Purposes as "*The Caledonian and Scottish Central Railways Amalgamation Act, 1865,*" and (except in so far as is herein-after otherwise expressly provided) shall commence and take effect on and from the First Day of *August* One thousand eight hundred and sixty-five.

Parts of
26 & 27 Vict.
c. 92. incor-
porated.

2. Part III. and Part V. of "*The Railways Clauses Act, 1863,*" relating to Working Agreements and to Amalgamation, are hereby incorporated with this Act.

Interpreta-
tion of
Terms.

3. Unless there be something in the Subject or Context inconsistent with such Construction, the Expression "the Company," as herein-after used, shall denote the *Caledonian* Railway Company after the Amalgamation therewith of the *Scottish Central* Railway Company under the Authority of this Act; the Expression "the *Caledonian* Railway Company" shall denote the *Caledonian* Railway Company as it was before and up to the Commencement of this Act; the Expression "the dissolved Company" shall denote the *Scottish Central* Railway Company; and the Expression "the Two Companies," as used in this Act, shall denote the *Caledonian* Railway Company and the *Scottish Central* Railway Company.

Defining
Undertaking
of Scottish
Central Rail-
way Com-
pany.

4. The Undertaking of the *Scottish Central* Railway Company to which this Act shall apply is hereby declared to be the several Railways, with their several Branches and Extensions, and the Stations, Sidings, Buildings, Approaches, fixed Plant, and other Works appertaining to or forming Part of the said Railways, and all the Land, and all Ferry Bonds or Debts affecting Ferries, and other the Property, Estate, Mortgages, moveable Plant, Credits, Money, and Effects, real and personal, which immediately before and at the Commencement of this Act shall belong or be leased to or be vested in the *Scottish Central* Railway Company, and all the Rights, Interest, and Estate which the same Company shall then possess or be entitled to in any Railways, Stations, or Works jointly or in common with any other Company, and the Share or Shares of the same Company in the Capital Stock of any other Company, and all the Rights, Powers, and Privileges which the same Company shall then have or be entitled to use or exercise in or over any other Undertaking.

5. On

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5. On the Commencement of this Act the *Scottish Central Railway Company* shall, except for the special Purpose herein-after mentioned, be and the said Company is hereby from and after that Date dissolved; and the dissolved Company is hereby from and after the said Date amalgamated with the *Caledonian Railway Company*; and the Undertaking of the dissolved Company is hereby from and after the same Date transferred to and vested in the Company; and the Two Companies shall be deemed to be amalgamated by this Act for the Purposes of Part V. of "The Railways Clauses Act, 1863."

Dissolution
of Scottish
Central
Company
and Amalga-
mation with
the Caledo-
nian Railway
Company.

6. The *Scottish Central Railway Company* shall notwithstanding their Dissolution continue to subsist and act for the Purpose of enabling the Directors thereof to declare and pay to the Holders of Stock and Shares of that Company Dividends for the Half Year ending on the Thirty-first Day of *July* One thousand eight hundred and sixty-five, and the said Company and their Directors shall for that Purpose have and may exercise all requisite Powers and Authorities, and do all necessary and proper Acts, as if this Act had not passed.

Dissolved
Company to
subsist for
Payment of
Dividends
for Half
Year ending
31st July
1865.

7. And whereas the Capital of the *Caledonian Railway Company* raised and authorized to be raised in Shares and Stock, exclusive of Debenture Stock, is set forth in Part I. of the Second Schedule to this Act: And whereas as to some of the Capital authorized but not raised the Occasion for raising the same has ceased to exist, and it is expedient that for the Purposes of the Amalgamation the Stock and Share Capital be declared and defined: Therefore the Capital of the *Caledonian Railway Company* in Shares and Stock, exclusive of Debenture Stock, is hereby declared to be Six million one hundred thousand four hundred and sixty-four Pounds Sterling, with the Addition of any Capital in Shares or Stock which by any other Act or Acts passed or which may be passed in the present Session of Parliament that Company is or may be authorized to raise, and to consist of the several Shares and Stock of the several Denominations, Amounts, and Qualities set forth in Part II. of the said Second Schedule, and of the Shares and Stock authorized by such Act or Acts to be created.

Defining
Share
Capital of
Caledonian
Railway
Company.

8. And whereas the Capital of the *Caledonian Railway Company* raised and authorized to be raised by borrowing on Mortgage or Bond, including the Debenture Stock which has been created and issued by Conversion of existing Debt, or instead of borrowing to the same Amount, is set forth in Part III. of the said Second Schedule: And whereas as to some of the Capital so authorized to be raised the Occasion for raising the same has ceased to exist, and it is expedient that

Defining
Loan Capital
of Caledo-
nian Railway
Company.

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that for the Purposes of the Amalgamation the Loan Capital be declared and defined: Therefore the Capital of the *Caledonian Railway Company* raised and authorized to be raised by Mortgage or Bond, or by the Creation of Debenture Stock, including the existing Debenture Stock, is hereby declared to be Two million nine hundred and thirty-six thousand two hundred and sixty-six Pounds Sterling, as shown and distinguished in Part IV. of the said Second Schedule, with the Addition of any Sums which by any other Act or Acts passed or which may be passed in the present Session of Parliament that Company is or may be authorized to borrow on Mortgage or Bond.

Defining
Share
Capital of
Scottish
Central
Railway
Company.

9. And whereas the Capital of the *Scottish Central Railway Company* raised and authorized to be raised in Shares and Stock, exclusive of Debenture Stock, is set forth in Part I. of the Third Schedule to this Act, and it is expedient that for the Purposes of the Amalgamation such Capital be declared and defined: Therefore the Capital of the *Scottish Central Railway Company* in Shares and Stock, exclusive of Debenture Stock, is hereby declared to be Two million three hundred and fifty-three thousand four hundred Pounds Sterling, with the Addition of any Capital in Shares or Stock which by any other Act or Acts passed or which may be passed in the present Session of Parliament that Company is or may be authorized to raise, and to consist of the Shares and Stock of the several Denominations, Amounts, and Qualities set forth in Part II. of the said Third Schedule, and of the Shares and Stock authorized by such Act or Acts to be created.

120,000*l.* to
be raised by
Four and a
Half per
Cent. Pre-
ference
Stock, pur-
suant to
Powers con-
tained in
27 & 28 Vict.
cc. ccxiv. &
ccxcii.

10. And whereas in virtue of Powers contained in "The *Scottish Central Railway (Stations, &c.) Act, 1864*," and "The *Scottish Central Railway (Dundee and Newtyle Improvement) Act, 1864*," the *Scottish Central Railway Company*, by a Resolution of an Extraordinary Meeting of that Company held on the Fifteenth Day of *September* One thousand eight hundred and sixty-four, created ordinary Stock of that Company to the Extent of One hundred and twenty thousand Pounds, but no Part of such Stock has been issued, and it has been agreed between the Two Companies that the said Resolution should be partly rescinded and altered, and that the said Amount of One hundred and twenty thousand Pounds should be held to have been created not as ordinary Stock but as new Preference Stock of the *Scottish Central Railway Company*, bearing a preferential Dividend at the Rate of Four and a Half *per Centum per Annum*: Therefore the said Resolution of the said Extraordinary Meeting of the *Scottish Central Railway Company* is hereby rescinded in so far as the same created the said Amount

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Act, 1865.*

Amount of One hundred and twenty thousand Pounds as ordinary Stock of the *Scottish Central Railway Company*, and shall be held to have been created, subject to the Provisions of the said Acts, One hundred and twenty thousand Pounds of new Preference Stock of that Company, bearing a preferential Dividend at the Rate of Four and a Half *per Centum per Annum*.

11. And whereas the Capital of the *Scottish Central Railway Company* raised and authorized to be raised by borrowing on Mortgage or Bond, including the Debenture Stock which has been created and issued in lieu of borrowing, is set forth in Part III. of the said Third Schedule, and it is expedient that for the Purposes of the Amalgamation such Capital be declared and defined: Therefore the Capital of the *Scottish Central Railway Company* raised and authorized to be raised by borrowing on Mortgage or Bond, or by the Creation of Debenture Stock, including the existing Debenture Stock, is hereby declared to be Seven hundred and fifty-eight thousand one hundred and forty-nine Pounds Sterling, as shown and distinguished in Part III. of the said Schedule, with the Addition of any Sums which by any other Act or Acts passed or which may be passed in the present Session of Parliament that Company is or may be authorized to borrow on Mortgage or Bond.

Defining
Loan Capital
of Scottish
Central
Railway
Company.

12. The Capital of the Company raised and authorized to be raised in Shares and Stock, exclusive of Debenture Stock, shall consist of the Capital in Shares and Stock of the *Caledonian Railway Company* as herein-before declared and defined, and as set forth in Part II. of the said Second Schedule, and of the Capital in Shares and Stock of the *Scottish Central Railway Company*, as herein-before declared and defined, and as set forth in Part II. of the said Third Schedule, and, in addition thereto, of any Capital in Shares or Stock which by any other Act or Acts passed or which may be passed in this Session of Parliament the Two Companies respectively, or either of them, are or may be authorized to raise.

Defining
Share
Capital of
united
Company.

13. The Loan Capital of the Company shall consist of the Loan Capital and Debenture Stock of the *Caledonian Railway Company*, as hereby declared and as set forth in Part IV. of the said Second Schedule, and of the Loan Capital and Debenture Stock of the *Scottish Central Railway Company*, as hereby declared and as shown in Part III. of the said Fourth Schedule, and, in addition thereto, of any Capital which by any other Act or Acts passed or which may be passed in the present Session of Parliament the Two Companies respectively, or either of them, are or may be authorized to raise by borrowing or by the Creation of Debenture Stock: Provided that

Defining
Loan Capital
of united
Company.

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nothing

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

nothing herein shall interfere with the Right or Power of the Company to convert any Part of such Loan Capital into Debenture Stock.

Powers of dissolved Company to raise further Share and Loan Capital vested in the Company.

14. All the Powers of the dissolved Company as to the raising of further Capital, whether by the Creation and Issue of Shares or Stock, or by borrowing, or issuing Debenture Stock, which at the Commencement of this Act shall be subsisting and not then exercised or not fully exercised shall, to the Extent of the Capital in Stock and Shares and of the Loan Capital, as herein-before declared and defined with respect to the dissolved Company, and no further, continue in force, and, except as otherwise herein expressly provided, may be exercised by the Company in like Manner and to the same Extent as they might have been exercised by the dissolved Company: Provided always, that the Company shall not after the Commencement of this Act borrow any Money upon Bond, and that all Powers of raising Money conferred upon the Two Companies respectively by the Acts specified in the First Schedule hereto, except to the Extent of the Stock, Share, and Loan Capital of the said Companies respectively, as herein-before declared and defined, are hereby repealed: Provided further, that all Monies which may be raised by the Company under the Powers of the Acts specified in the First Schedule hereto or of any other Act or Acts passed or which may be passed in the present Session of Parliament as aforesaid shall be applied only to the Purposes of those Acts or some of them.

Shareholders in dissolved Company to be Shareholders in the Company.

15. On the Commencement of this Act the several Persons and Corporations who shall then be Proprietors of Shares or Stock, of whatever Class, Quality, or Denomination (exclusive of Debenture Stock), and whether preferential or ordinary, of and in the Capital of the *Scottish Central Railway Company* shall respectively be Proprietors of Shares or Stock of and in the Company of the like Class and Amount; and as respects the Proprietors of guaranteed and preferential Shares or Stock, with the like Qualities, Privileges, and Incidents as shall be annexed or incident to such Shares or Stock in the Capital of the *Scottish Central Railway Company* whereof immediately before the Commencement of this Act they shall be respectively Proprietors, but with and subject to the Priorities herein-after declared; and as respects the Holders of ordinary Shares or Stock in the said Company, with such Qualities, Rights, Privileges, and Priorities respectively as are herein-after declared in relation to such ordinary Shares or Stock respectively.

Holders of Debenture Stock of

16. On the Commencement of this Act the several Persons and Corporations who shall then be respectively Proprietors of Debenture Stock

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Stock in the *Scottish Central Railway Company* shall be Proprietors of the like Amounts of Debenture Stock of the Company, and such Debenture Stock in each Case shall bear the same Rate of Interest as the Debenture Stock for which it is substituted.

Scottish Central Company to be Holders of Debenture Stock of the Company.

17. For the Purpose of the Appropriation of Dividends as herein-after declared, the Shares and Stock of the Company representing ordinary Shares and Stock of the *Scottish Central Railway Company*, including therein any Shares or Stock not exceeding Sixty-nine thousand Pounds which may be authorized to be raised under any Act or Acts passed in the present Session of Parliament in respect of the Undertakings of the *Crieff Junction Railway Company* and the *Dunblane, Doune, and Callander Railway Company*, shall be distinguished as "*Scottish Central Stock*" of the Company after the Commencement of this Act; and a separate and distinct Register shall be kept of the said Stock and Shares, and of the Transfers thereof, and of the Addresses of the Proprietors thereof, and such Proprietors shall be entitled and be subject to such Privileges and Priorities herein-after declared in respect thereof.

Separate Register to be kept of Scottish Central Stock of the Company.

18. The Revenue of the *Scottish Central Railway Company* available for Dividend in respect of the Half Year ending on the Thirty-first Day of *July* One thousand eight hundred and sixty-five shall, notwithstanding anything herein contained, be divided among and paid to the Holders of Shares and Stock in that Company as if this Act had not passed; and all Interest, Rents, and Charges becoming due and payable at and prior to such Date, and which if this Act had not passed would have been borne by and payable out of the Revenue of the *Scottish Central Railway Company* for such Half Year shall, notwithstanding anything herein contained, be borne by and paid out of such Revenue as if this Act had not passed.

Dividend of Scottish Central Railway Company for the Half Year ending 31st July 1865 to be declared and paid as if this Act had not passed.

19. Any Monies earned and received by the *Scottish Central Railway Company* after the said Thirty-first Day of *July* One thousand eight hundred and sixty-five which belong and would be carried to Revenue Account shall be paid over or accounted for to the Company, and any Interest and Outgoings chargeable against and payable out of the Revenue of the *Scottish Central Railway Company* after the said Thirty-first Day of *July* shall be chargeable against and be paid out of the Revenue of the Company.

Receipts of Scottish Central Railway Company after 31st July 1865 to be paid or accounted for to the Company, &c.

20. From and after the Commencement of this Act there shall be payable and paid half-yearly and in perpetuity, out of the Profits of the Company, to the several Proprietors of the "*Scottish Central Stock*" a guaranteed minimum Dividend at the Rate of Seven *per*

Dividend to be paid on Scottish Central Stock.

Centum

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Centum per Annum, and such Dividend shall rank on the said Profits as herein-after provided; and in the Certificates to be issued of such Stock it shall be designated as "*Caledonian Railway Scottish Central Stock*;" and the first of such Payments shall be payable for and in respect of the Half Year ending on the Thirty-first Day of *January* next after the Commencement of this Act.

Dividends on
ordinary
Stock.

21. Subject to the guaranteed and preferential Rights and Dividends by this Act reserved and declared, the Proprietors of the ordinary Stock and Shares of the Company shall be entitled to Dividends out of the available Profits of the Company, *pari passu*, according to their respective Holdings: Provided, that if in any Half Year the *pari passu* Dividend declared upon the said ordinary Stock and Shares of the Company shall be at a Rate exceeding Seven *per Centum per Annum*, the Proprietors of the "*Scottish Central Stock*" shall in respect of such Half Year be entitled, in addition to the Dividend at the Rate of Seven *per Centum per Annum* herein-before specified, to a further Dividend at the Rate of such Excess, which shall be payable to them along with the said guaranteed Half-yearly Dividend, and in declaring such Excess regard shall be had to the Right of these Proprietors to participate accordingly.

Certificates
of Stock in
Scottish
Central
Company
to be ex-
changed for
Certificates
of Stock
in the Com-
pany.

22. On and after the First Day of *February* One thousand eight hundred and sixty-six any Proprietor of Shares or Stock, including Debenture Stock, in the dissolved Company who shall deliver the Certificate of such Shares or Stock at the principal Office of the Company to be exchanged and cancelled shall receive instead thereof, at the Expense of the Company, another Certificate for a like Amount of *Caledonian Railway Scottish Central Stock*, or *Caledonian Railway Preference Stock*, or *Caledonian Railway Debenture Stock*, as the Case may be, to be substituted for the Shares or Stock represented by the Certificate delivered up; and until such Delivery or Exchange the Certificates of Shares or Stock in the dissolved Company shall have the same Effect as if they purported to be Certificates of the like Amounts of the Stock to be so substituted.

Reserving
Rights and
Liens of
Companies
guaranteed
by Caledo-
nian Com-
pany.

23. The several Annuities which, by "*The Caledonian Railway Arrangements Act, 1851*," (as amended in respect to the *Glasgow, Barrhead, and Neilston Direct Railway Company* by "*The Caledonian Railway (Crofthead Extension and Amendment) Act, 1853*,") are guaranteed and made payable to the *Glasgow, Garnkirk, and Coatbridge Railway Company*, the *Clydesdale Railway Guaranteed Company*, the *Greenock Railway Guaranteed Company*, the *Wishaw Railway Guaranteed Company*, and the *Glasgow, Barrhead, and Neilston Direct Railway Company* respectively, which several Companies are
in

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in the said Act and herein-after called the "Guaranteed Companies," shall, notwithstanding the Amalgamation, remain charged upon the several Undertakings upon which at the Commencement of this Act they shall be respectively charged, and the said guaranteed Companies, and the several Proprietors of Stock and Shares therein, shall respectively continue to have and may respectively exercise and enforce the same Securities, Liens, Rights, Powers, Privileges, and Remedies upon and against the Company and the several Undertakings upon which such Annuities are respectively charged as if this Act had not passed.

24. The Annuity which is by "The *Caledonian* Railway (*Lesmahagow* Branches) Act, 1860," made payable to the *Lesmahagow* Railways Guaranteed Company thereby incorporated shall, notwithstanding the Amalgamation, remain charged upon the Undertaking upon which the same is charged by that Act and by "The *Caledonian* Railway (Improvements) Act, 1863," and the last-mentioned Company shall have and may exercise and enforce the same Security, Lien, Rights, Powers, Privileges, and Remedies upon and against the Company and the last-mentioned Undertaking as if this Act had not passed.

Reserving Rights and Lien of *Lesmahagow* Railways Guaranteed Company.

25. The Debts and Liabilities, as well of the *Caledonian* Railway Company as of the dissolved Company, secured on Mortgage or Bond, which at the Commencement of this Act shall be subsisting, shall then become and be a Charge upon the united Undertaking of the Company, but subject and without Prejudice to the Right of the several Holders of such Mortgages and Bonds respectively to a Priority of Charge upon the respective Undertakings upon which at the Commencement of this Act they shall be severally a Charge, (which Charge shall, notwithstanding the Amalgamation, continue to be in operation and in force so long as such Mortgages or Bonds respectively shall be subsisting,) and to all the Rights, Privileges, and Remedies belonging or incident to such Mortgages and Bonds respectively: Provided that all Mortgages issued after the Commencement of this Act by the Company, whether under the Powers of any Act relating to the *Caledonian* Railway Company, or of any Act relating to the dissolved Company, and whether by way of Renewal or otherwise, shall be issued by and in the Name of the Company, and shall be a Charge upon the united Undertaking equally and *pari passu*.

Mortgages and Bonds of separate Companies to be a Charge on united Undertaking.

26. Except in so far as is by this Act otherwise expressly provided, the Proprietors of Debenture Stock of the *Caledonian* Railway Company and of the *Scottish Central* Railway Company respectively

Debenture Stock of separate Companies to

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which

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be a Charge
on united
Under-
taking.

which shall be subsisting at the Commencement of this Act, and the Proprietors of the Debenture Stock which may be created and issued by the Company under the Powers herein-after contained, shall have and may enforce upon and against the united Undertaking the same Rights, Powers, and Remedies which by Part III. of "The Companies Clauses Act, 1863," are conferred upon the Holders of Debenture Stock created subject to the Provisions of that Act, and the Rights, Powers, and Remedies so made to attach on and enforceable against the united Undertaking shall be in substitution for the Rights, Powers, and Remedies before had and enforceable upon and against the separate Undertakings of the said Companies respectively.

Creation and
Issue of
Debenture
Stock.

27. The Provisions and Enactments contained in Part III. of the last-mentioned Act as to the Creation and Issue of Debenture Stock, shall extend and be applicable to and may be carried into effect in respect of all Monies owing by the Two Companies respectively, or which may hereafter be owing by the Company on Mortgage or Bond.

Scottish
Central Rail-
way Consoli-
dation Act
not to apply
to Debenture
Stock.

28. The Provisions in "The *Scottish Central Railway Consolidation Act, 1859*," as to Debenture Stock, contained in the Sections of that Act numbered from Seventeen to Twenty-four, both inclusive, shall no longer apply or be acted upon; and as to the Debenture Stock of the *Scottish Central Railway Company* created and existing at the Commencement of this Act, for which Debenture Stock in the Company is by this Act substituted, and the Provisions and Enactments contained in Part III. of "The Companies Clauses Act, 1863," shall apply to such Debenture Stock as if it were Stock created by the Company under the Powers and Provisions of the last-mentioned Act.

Appropriation of
Profits and
ranking of
Parties en-
titled to
participate
therein.

29. The net Revenues and Profits of the Two Companies and of the Company respectively for the Half Year ending on the Thirty-first Day of *January* One thousand eight hundred and sixty-six, and the like net Revenues and Profits of the Company for each successive Half Year thereafter, shall be appropriated in the following Order of Priority :

1. In Payment to the *Glasgow, Garnkirk, and Coatbridge Railway Company*, the *Clydesdale Railway Guaranteed Company*, the *Greenock Railway Guaranteed Company*, the *Wishaw Railway Guaranteed Company*, and the *Glasgow, Barrhead, and Neilston Direct Railway Company* respectively of the several Annuities guaranteed and secured to them by "The *Caledonian Railway Arrangements Act, 1851*," as altered by the Eighteenth Section of "The *Caledonian Railway* (*Crofthead*

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(*Crofthead* Extension and Amendment) Act, 1853, in the Order of Priority *inter se* declared by the former of those Acts :

2. In Payment of the Interest for the Time being on the united Loan Capital of the Company secured on Mortgage or Bond, and of the Interest or fixed Dividends upon the Debenture Stock of the Company according to the respective Priorities thereof as prescribed by Part III. of "The Companies Clauses Act, 1863 :"
3. In Payment to the several Proprietors of the guaranteed and preferential Shares and Stock in the Two Companies respectively which were created and issued previously to the passing of "The *Caledonian* Railway (*Lesmahagow* Branches) Act, 1860," of the guaranteed and preferential Interest or Dividends respectively payable under the Provisions of the Acts in virtue of which such guaranteed and preferential Shares and Stock were created, such guaranteed and preferential Shares and Stock ranking and being entitled to Priority *inter se* according to the Order of Date of Creation, the Date of Creation of the *Scottish Central* Railway Preference Stock consolidated under the Provisions of "The *Scottish Central* Railway Consolidation Act, 1859," being hereby declared to be not the Date of such Act, but the Twelfth Day of *September* One thousand eight hundred and fifty-four :
4. In Payment to the *Lesmahagow* Railways Guaranteed Company of the Annuity made payable to them by "The *Caledonian* Railway (*Lesmahagow* Branches) Act, 1860 :"
5. In Payment to the several Proprietors of the preferential Shares and Stock in the Two Companies respectively created and issued under the Powers of any Act passed between the Date of passing of "The *Caledonian* Railway (*Lesmahagow* Branches) Act, 1860," and the Date of the passing of "The *Scottish Central* Railway (*Dundee, Perth, and Aberdeen* Railway Purchase) Act, 1863," and to the several Proprietors of preferential Shares or Stock, which may hereafter be created and issued by the Company under the Powers of any such Act, of the preferential Interest or Dividends attached to such Shares and Stock respectively, such preferential Shares and Stock ranking and being entitled to Priority *inter se* according to the Order of Date of Creation, or as otherwise provided by the Acts under the Powers of which they have been respectively created :
6. In Payment to the *Dundee and Perth and Aberdeen* Railway Junction Company of the several Sums payable to that Company by the *Scottish Central* Railway Company in pursuance of

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of "The *Scottish Central Railway (Dundee, Perth, and Aberdeen Railway Purchase)* Act, 1863:"

7. In Payment to the several Proprietors of the guaranteed Stock created by "The *Caledonian and Hamilton and Strathaven Railways Amalgamation Act, 1864,*" and to the several Proprietors of the preferential Shares and Stock in the Two Companies respectively created and issued under the Powers of any Act passed between the Date of the passing of "The *Scottish Central Railway (Dundee, Perth, and Aberdeen Railway Purchase)* Act, 1863," and the Termination of the last Session of Parliament in the Year One thousand eight hundred and sixty-four, and to the several Proprietors of preferential Shares or Stock which may hereafter be created and issued by the Company under the Powers of any such Act of the guaranteed and preferential Interest or Dividend attached to such Shares and Stock respectively, such guaranteed and preferential Shares and Stock ranking and being entitled to Priority *inter se* according to the Order of Date of Creation, or as otherwise provided by the Acts under the Powers of which they have been respectively created or issued :
8. In Payment, *pari passu*, to the several Proprietors of any guaranteed Stock and of any preferential Shares or Stock in the Two Companies respectively created or issued under the Powers of any Act passed in the present Session of Parliament, and to the several Proprietors of any preferential Shares or Stock which may hereafter be created and issued by the Company under the Powers of any such Act, of the guaranteed and preferential Interest or Dividends attached to such Shares or Stock respectively :
9. In Payment to the Proprietors of the "*Scottish Central Stock*" of the guaranteed Dividend at the Rate of Seven *per Centum per Annum* by this Act made payable :
10. In Payment to the Proprietors of the ordinary Shares and Stock of the Company of the Dividends from Time to Time declared upon the same respectively, and to the Proprietors of the "*Scottish Central Stock*" of the contingent further Dividend herein-before specified.

Rights of
voting, &c.
to be regu-
lated by
Caledonian
Railway
Acts.

30. Notwithstanding anything contained in the Acts relating to the dissolved Company, the Enactments in force at the Commencement of this Act relating to the *Caledonian Railway Company* as to the Rights of voting of the Holders of Shares or Stock therein, the Payment of Calls and Means of enforcing Payment thereof, and the Forfeiture of Shares shall enure and apply to all the Shares and Stock of the amalgamated Company, and to the respective Proprietors

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prietors of such Shares and Stock, and to all Shares and Stock to be hereafter created under the Powers of this Act or of any Act relating to the Two Companies respectively.

31. The Directors of the *Caledonian* Railway Company at the Time of the passing of this Act shall continue to be the Board of Directors of the Company, and they shall, within One Month after the passing of this Act, select and appoint Four Directors of the dissolved Company to be Directors along with them of the Company, and such Four Directors shall go out of Office and be eligible for Re-election in the same Manner as if elected by the Shareholders of the Company at the General Meeting of the Company held in the Month of *August* or *September* One thousand eight hundred and sixty-five.

Number of
Directors of
united
Company.

32. The Board of Directors of the Company shall consist of not more than Fifteen Members.

First
Directors.

33. It shall be lawful for the Company, at any Time or Times after the Year One thousand eight hundred and sixty-seven, by Vote of a General Meeting convened with due Notice of the Matter, to reduce the Number of Directors, but so that the Board shall consist of not fewer than Twelve Persons, and the Meetings at which from Time to Time the Number may be reduced shall determine the Time at which the Reduction shall come into operation, and the Manner in which such Reduction shall be carried into effect, and the Rotation in which the reduced Number shall from Time to Time go out of Office.

Power to
reduce Num-
ber of
Directors.

34. One Third of the total Number of Directors at the Time shall be a Quorum.

Quorum of
Directors.

35. The Qualification of a Director shall be the Possession in his own Right of Stock in the Company of the nominal Value of Two thousand Pounds at least, or of Shares in the Company on which the Sum of Two thousand Pounds at least shall have been then actually paid up.

Qualification
of Directors.

36. Any of the Directors herein-before named who at the Commencement of this Act shall, in the respective Character of a Director of the *Caledonian* Railway Company or of the *Scottish Central* Railway Company, be a Member of any Joint Committee duly constituted for the Management or working of any Station or Railway held, managed, or worked by either of such Companies jointly or in

As to Mem-
bers of Joint
Committees
hitherto ap-
pointed by
Directors of
either of the
separate
Companies.

[*Local.*]

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common

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common with any other Company or Companies, shall continue to be a Member of such Committee for the Time during which if this Act had not passed he would have continued to be such Member; and any Person who, in the respective Character aforesaid, shall at the Commencement of this Act be a Member of any such Committee, not being One of the Directors of the Company, shall on the Commencement of this Act cease to be such Member, and the Board of Directors of the Company shall, at the first or some subsequent Meeting of the Board, nominate and appoint some One of their Body to be a Member of such Committee in his Stead; and in all future Appointments of the Members of such Committee the Powers of Nomination or Appointment which but for the Amalgamation might have been exercised by the Board of Directors of the *Caledonian Railway Company* or of the *Scottish Central Railway Company* shall be exercised by the Board of Directors of the Company, and any Member of such Board shall be eligible for such Appointment.

Toll Clauses
in existing
Acts re-
pealed.

37. All Provisions and Enactments contained in any Acts relating to the *Caledonian Railway Company* or the *Scottish Central Railway Company* prescribing or regulating the Amount or Particulars of the Tolls, Rates, Charges, and Duties to be charged for the Use of the Railways belonging or leased to the said Companies respectively, or for the Conveyance of or with respect to Passengers, Animals, Goods, Minerals, and other Articles thereon, or for the Supply of locomotive Power or Carriages, shall from and after the Commencement of this Act (except as herein-after provided) be and the same are hereby from and after that Date repealed.

Tolls for Use
of Railways
and of Car-
riages.

38. It shall be lawful for the Company to demand and recover, for the Use of the several Railways in relation to which the Enactments as to Tolls, Rates, and Duties are herein-before repealed, and for the Use of Carriages thereon, any Tolls not exceeding the following; (that is to say,)

In respect of
Passengers.

First. In respect of all Passengers conveyed upon the said Railways, or any Part thereof, as follows:

For every Person so conveyed, *per Mile* Twopence; and if conveyed in or upon any Carriage belonging to or provided by the Company, an additional Sum *per Mile* of One Penny.

In respect of
Goods and
Minerals.

Second. In respect of all Articles, Matters, and Things conveyed upon the said Railways, or any Part thereof, as follows:

For all Dung, Compost, Police and Farmyard Manure, Lime, Limestone, and undressed Materials for the Repair of public Roads or Highways, *per Ton per Mile* One Penny; and if conveyed in or upon Carriages belonging to or provided by the Company, an additional Sum *per Ton per Mile* of One Penny:

For

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For all Coal, Coke, Culm, Charcoal, Cinders, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone, Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per Ton per Mile* One Penny Halfpenny; and if conveyed in or upon Carriages belonging to or provided by the Company, an additional Sum *per Ton per Mile* of One Penny:

For all Sugar, Grain, Corn, Pulse, Flour, Meal, Malt, Hides, Dye-woods, Earthenware, Guano, Artificial Manures, Timber, Staves, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* Threepence; and if conveyed in or upon Carriages belonging to or provided by the Company, an additional Sum *per Ton per Mile* of One Penny:

For all Cotton and other Wools, Drugs, Fish, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, and Things, *per Ton per Mile* Fourpence; and if conveyed in or upon Carriages belonging to or provided by the Company, an additional Sum *per Ton per Mile* of One Penny:

For every Carriage of whatever Description, having more than Two Wheels, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per Mile* Sixpence; and One Penny Halfpenny *per Mile* for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh.

Third. In respect of all Animals conveyed upon the said Railways, or any Part thereof, as follows: In respect of Animals.

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle so conveyed, *per Mile* Twopence; and if conveyed in or upon any Carriage belonging to or provided by the Company, an additional Sum *per Mile* of Twopence:

For every Calf or Pig, and every Sheep, Lamb, or other small Animal so conveyed, *per Mile* One Penny; and if conveyed in or upon any Carriage belonging to or provided by the Company, an additional Sum *per Mile* of One Halfpenny:

Provided always, that with respect to small Parcels (that is to say, Packages not weighing more than Five hundred Pounds each) and single Articles of great Weight or Bulk conveyed on the said Railways, or any Part thereof, the Company may, notwithstanding the Rates of Toll prescribed by this Act, lawfully demand any Tolls not exceeding the following; (that is to say,) Tolls for small Parcels and single Articles of great Weight.

For every Parcel not exceeding Seven Pounds in Weight conveyed for a Distance not exceeding Twenty Miles, Threepence; and if

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if conveyed for a Distance exceeding Twenty Miles and not exceeding Forty Miles, Fivepence; and if conveyed for a Distance exceeding Forty Miles, Eightpence:

For every Parcel exceeding Seven Pounds but not exceeding Fourteen Pounds in Weight conveyed for a Distance not exceeding Twenty Miles, Fivepence; and if conveyed for a Distance exceeding Twenty Miles and not exceeding Forty Miles, Eightpence; and if conveyed for a Distance exceeding Forty Miles, Elevenpence:

For every Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight conveyed for a Distance not exceeding Twenty Miles, Sevenpence; and if conveyed for a Distance exceeding Twenty Miles and not exceeding Forty Miles, One Shilling; and if conveyed for a Distance exceeding Forty Miles, One Shilling and Fourpence:

For every Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, conveyed for a Distance not exceeding Twenty Miles, Ninepence; and if conveyed for a Distance exceeding Twenty Miles and not exceeding Forty Miles, One Shilling and One Penny; and if conveyed for a Distance exceeding Forty Miles, One Shilling and Sixpence:

And for every Parcel exceeding Fifty-six Pounds in Weight, any Sum which the Company may think fit:

Provided nevertheless, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Sums following; (that is to say,) if the Weight thereof, including the Carriage, shall not exceed Four Tons, Fourpence *per Ton per Mile*; if such Weight shall exceed Four Tons but shall not exceed Eight Tons, Sixpence *per Ton per Mile*; and if such Weight shall exceed Eight Tons, such Sum as the Company may think fit:

For any Piece of Machinery or other Article weighing together with the Carriage less than Four Tons, but requiring One whole Truck or more than One Truck, Sixpence *per Truck per Mile*.

Tolls for
propelling
Power.

39. The Toll which the Company may demand for the Use of Engines for drawing or propelling Carriages upon the said Railways shall not exceed One Penny *per Mile* for each Passenger or Animal, or for each Ton of Goods or other Articles, Matters, or Things, in addition to the several other Tolls or Sums by this Act authorized to be taken.

40. It

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40. It shall be lawful for the Company, in addition to the other Tolls by this Act authorized, to demand and recover in respect of Minerals stored in any Mineral Depôt of the Company such reasonable Sum as to the Company shall seem fit, not exceeding One Shilling *per Annum* for each Square Yard of such Depôt occupied by such Minerals, any Part of a Year being for that Purpose reckoned as an entire Year; and in respect of any Articles, Matters, or Things (except as herein-after provided) remaining in any Station of the Company for a longer Period than Forty-eight Hours, such reasonable Sum as to the Company shall seem fit, not exceeding Twopence *per Ton* for each Period of Twenty-four Hours that such Articles, Matters, or Things shall so remain after such First Forty-eight Hours, any Part of a Period of Twenty-four Hours being for that Purpose reckoned as an entire Period of Twenty-four Hours: Provided always, that Grain, Corn, Pulse, Flour, Meal, and Malt shall be allowed to remain in the Station of the Company at which the same are to be delivered for any Period not exceeding Seventy-two Hours after Notice of the Arrival thereof has been given to the Person to whom the same are consigned or addressed without any Charge being made in respect of the same remaining in such Station.

Charge for Minerals and Goods remaining in the Company's Depôts and Stations.

41. It shall not be lawful for the Company to demand any greater Sum in respect of the Carriage of Passengers conveyed on the said Railways, or any Part thereof, than Twopence *per Passenger per Mile* in respect of any Passenger travelling in a First-class Carriage, One Penny Halfpenny *per Passenger per Mile* in respect of any Passenger travelling in a Second-class Carriage, and One Penny *per Passenger per Mile* in respect of any Passenger travelling in a Third-class Carriage, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance: Provided always, that it shall not be lawful for the Company to demand any greater Sum in respect of the Conveyance of Passengers from *Glasgow to Edinburgh*, or from *Edinburgh to Glasgow*, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance, than the following; *viz.*,

Limiting Charges for Conveyance of Passengers.

By Ordinary Trains, Six Shillings for each First-class Passenger, Four Shillings and Sixpence for each Second-class Passenger, and Three Shillings for each Third-class Passenger;

By Express Trains, Seven Shillings for each First-class Passenger, and Six Shillings for each Second-class Passenger;

and that the Company shall be bound to issue Return Tickets, entitling the same Passenger to be conveyed from *Glasgow to Edinburgh*, or from *Edinburgh to Glasgow*, and back on the same

[*Local.*]

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Day,

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Day, or (if the Ticket be issued on *Friday*) on the same Day or on the next succeeding *Saturday* or *Monday*, or (if the Ticket be issued on *Saturday*) on the same Day or on the next succeeding *Monday*, and in a Carriage of the same Class, at Rates not exceeding the following ; *viz.*,

For each First-class Passenger, Ten Shillings ;

For each Second-class Passenger, Eight Shillings ; and

For each Third-class Passenger, Four Shillings and Sixpence :

Provided further, that if the Company shall be authorized to construct a Branch Railway from *Cleland* to *Midcalder* for the Purpose of shortening their Line of Railway between *Edinburgh* and *Glasgow*, it shall not be lawful for the Company, from and after the Time at which such Railway from *Cleland* to *Midcalder* is completed and opened for public Traffic, to demand any greater Sum in respect of the Conveyance of Passengers from *Glasgow* to *Edinburgh*, or from *Edinburgh* to *Glasgow*, by such Railway, or for any shorter Distance from either of those Terminal Stations or any Station on the said Route between them to any other of such Terminal or Intermediate Stations, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance, than the following ; *viz.*,

By Ordinary Trains, Five Shillings and Sixpence for each First-class Passenger, Four Shillings for each Second-class Passenger, and Two Shillings and Sixpence for each Third-class Passenger ;

By Express Trains, Six Shillings and Sixpence for each First-class Passenger, and Five Shillings for each Second-class Passenger ; and that the Company shall be bound to issue Return Tickets, entitling the same Passenger to be conveyed from *Glasgow* to *Edinburgh*, or from *Edinburgh* to *Glasgow*, and back on the same Day, or, if the Ticket be issued on *Friday*, then on the same or on the following Day or on the next succeeding *Monday*, or, if the Ticket be issued on *Saturday*, then on the same Day or on the next succeeding *Monday*, and in a Carriage of the same Class, at Rates not exceeding the following ; *viz.*,

For each First-class Passenger, Nine Shillings and Sixpence ;

For each Second-class Passenger, Seven Shillings ; and

For each Third-class Passenger, Four Shillings.

Passengers
Luggage.

42. Every Passenger travelling upon the said Railways may take with him his ordinary Luggage, not exceeding One hundred and twenty Pounds in Weight if a First-class Passenger, One hundred Pounds in Weight if a Second-class Passenger, and Sixty Pounds in Weight if a Third-class Passenger, without any Charge being made for the Carriage thereof.

43. It

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43. It shall not be lawful for the Company to demand in respect of the Conveyance on the said Railways of the several Articles, Matters, and Things, and of the several Descriptions of Animals herein-after mentioned, any greater Sum, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance (except a reasonable Sum for loading, covering, and unloading of Goods at any Terminal Station of such Goods, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the Company), than the several Sums herein-after mentioned; (that is to say,)

Limiting
Charges for
Conveyance
of Goods,
Minerals,
and Animals.

For Dung and the other Articles, Matters, and Things herein-before classed therewith, *per Ton per Mile* One Penny Halfpenny :

For Coal and the other Articles, Matters, and Things herein-before classed therewith, if conveyed on the said Railways for any Distance not exceeding Nine Miles, Twopence Halfpenny *per Ton per Mile*; and if conveyed thereon for any Distance exceeding Nine Miles and not exceeding Thirty Miles, Twopence Halfpenny *per Ton per Mile* for the First Nine Miles, and One Penny Halfpenny *per Ton per Mile* for each additional Mile; and if conveyed thereon for any Distance exceeding Thirty Miles and not exceeding Fifty Miles, Twopence Halfpenny *per Ton per Mile* for the First Nine Miles, One Penny Halfpenny *per Ton per Mile* for the next Twenty-one Miles, and One Penny *per Ton per Mile* for each additional Mile; and if conveyed thereon for any Distance exceeding Fifty Miles, Twopence Halfpenny *per Ton per Mile* for the First Nine Miles, One Penny Halfpenny *per Ton per Mile* for the next Twenty-one Miles, One Penny *per Ton per Mile* for the next Twenty Miles, and Three Farthings *per Ton per Mile* for each additional Mile :

For Grain, Corn, Pulse, Flour, Meal, Malt, Field Seeds, Apples, Pears, Onions, Potatoes, and Carrots, if conveyed on the said Railways for any Distance not exceeding Thirty Miles, Twopence Farthing *per Ton per Mile*; and if conveyed thereon for any Distance exceeding Thirty Miles and not exceeding Sixty Miles, Twopence Farthing *per Ton per Mile* for the First Thirty Miles, and Twopence *per Ton per Mile* for each additional Mile; and if conveyed thereon for any Distance exceeding Sixty Miles, Twopence Farthing *per Ton per Mile* for the First Thirty Miles, Twopence *per Ton per Mile* for the next Thirty Miles, and One Penny *per Ton per Mile* for each additional Mile : Provided that the Charges for loading and unloading the Articles last mentioned, where that Service is performed by the Company,

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Company, shall not exceed the following, *videlicet*: If such Articles are conveyed on the said Railways for any Distance not exceeding Ten Miles, Fourpence *per* Ton for loading and Fourpence *per* Ton for unloading; and if such Articles are conveyed thereon for any Distance exceeding Ten Miles and less than Fifteen Miles, Fourpence *per* Ton for loading and unloading; and that, if such Articles are conveyed thereon for Fifteen Miles or any greater Distance there shall be no Charge for loading or unloading:

For Rags and Paper, if conveyed on the said Railways for any Distance not exceeding Twelve Miles, Twopence Halfpenny *per* Ton *per* Mile, and for each additional Mile Twopence *per* Ton, which Rates shall include the Charge for loading or unloading:

For Ale, Porter, Beer, Whiskey, and empty Return Casks, if conveyed on the said Railways for any Distance not exceeding Forty-eight Miles, Twopence *per* Ton *per* Mile, and for each additional Mile One Penny *per* Ton *per* Mile, which Rate shall include the Charges for loading and unloading:

For Sugar, Cotton, and other Wools, Metals (except Iron), Hides, Dyewoods, Earthenware, Guano, Artificial Manures, Timber, Staves, Deals, Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile Twopence Halfpenny:

For Drugs, Fish, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, and Things, *per* Ton *per* Mile Fourpence:

For every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, *per* Mile Fivepence:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, if conveyed at the Risk of the Owner, *per* Mile Threepence, but if conveyed at the Risk of the Company, *per* Mile Fourpence:

For every Ox, Cow, Bull, or Neat Cattle, *per* Mile One Penny, when conveyed in Truck Loads:

For every Calf, Pig, Sheep, Lamb, or other small Animal, *per* Mile One Farthing, when conveyed in Truck Loads:

Provided always, that the Rates and Charges specified in the Classification of Goods and Schedule of Rates between *Edinburgh, Leith, Leith Dock, and Glasgow*, and *vice versâ*, contained in the Fourth Schedule to this Act, and the Rates and Charges specified in the Classification of Goods and Schedule of Rates between any Station on the *Caledonian* Railway and any Station on the *Scottish Central* Railway, and *vice versâ*, contained in the Fifth Schedule to this Act, shall be the maximum Rates and Charges which the Company

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Company may demand in respect of the Conveyance between the Places named or referred to in such Schedules respectively of the Articles therein respectively mentioned, and of other Services with respect to such Articles so conveyed.

44. No Station is to be considered a Terminal Station in regard to any Articles conveyed on the said Railways which have not been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered thereat to the Consignee.

Definition of
Terminal
Station.

45. Nothing herein contained shall prevent the Company from taking any increased Charge, over and above the Charges herein-before limited, for the Conveyance of Articles, Matters, or Things of any Description, or of Animals, by Agreement with the Owners or Persons in charge thereof, either in respect of the Conveyance thereof (except small Parcels) by Passenger or Express Trains, or by reason of any other special Service performed by the Company in relation thereto.

Company
may take
increased
Charges by
Agreement.

46. The following Provisions and Regulations shall be applicable to the fixing of the several Tolls and maximum Charges herein-before specified ; (that is to say,)

Regulations
as to the
Tolls.

For Passengers, Animals, Articles, Matters, and Things conveyed on the said Railways for a less Distance than Three Miles, the Company may demand Tolls and Charges as for Three entire Miles: Provided always, that the Company shall not demand, in respect of Mineral Traffic conveyed on any Portion of the Railways of the Company heretofore known as the *Glasgow, Garnkirk, and Coatbridge Railway*, the *Wishaw and Coltness Railway*, the *Clydesdale Junction Railway*, and the *Glasgow, Barrhead, and Neilston Direct Railway*, (including the *Glasgow Southern Terminal Railway*,) for any Distance not exceeding Three Miles higher Tolls or Charges than those which at the Date of the passing of this Act the *Caledonian Railway Company* are entitled, under the Acts relating to those Railways respectively, to demand in respect of the same Description of Mineral Traffic conveyed for the same Distance over the same Portion of Railway :

For a fractional Part of a Mile beyond Three Miles or beyond any greater Number of Miles the Company may demand Tolls and Charges as for an entire Mile :

For a Fraction of a Ton the Company may demand Tolls and Charges according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton.

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47. The

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Restriction of Charges for Passengers not to apply to Special Trains.

47. The Restrictions herein-before contained as to the Tolls and Charges to be demanded in respect of the Conveyance of Passengers shall not extend to any Special Train that may be required to be run on the said Railways, but shall apply only to the Ordinary and Express Trains to be appointed from Time to Time by the Company.

Amalgamated Railways to be considered as One Line.

48. Provided, That the Tolls, Rates, and Charges to be taken by the Company in respect of the Passage and Conveyance of all Passengers, Animals, Goods, Articles, Matters, and Things upon the Railways of the Two Companies shall be so computed, calculated, and imposed as if the said Railways formed One Line of Railway; and that all the Railways belonging to and forming Part of the Undertaking of the Company, whether originally authorized to be constructed by the *Caledonian* Railway Company or the dissolved Company, or acquired by the Two Companies, or either of them, by Amalgamation, Purchase, or Lease, shall, for the Purpose of calculating Tolls and in all other respects, be deemed Parts of the *Caledonian* Railway.

Company to convey Manure at limited Rates when required by Notice from Police.

49. The Company shall from Time to Time, when required by Notice in Writing by the Magistrates of the Cities of *Edinburgh* or *Glasgow* or *Perth*, or of the Royal Burghs of *Stirling* or *Dundee*, as the Case may be, or by the Commissioners or Board of Police of the said Cities or Royal Burghs respectively, or by the Inspector of any such Commissioners or Board, provide, within Twenty-four Hours after Service of such Notice, at their Dung or Manure Siding at *North Merchiston* in *Edinburgh*, or *Gushetfaulds*, *Saint Rollox*, or *Bridgeton* in *Glasgow*, or at their Station in *Perth* or in *Stirling* or in *Dundee*, as may be required in such Notice, a sufficient Number of Trucks to receive any Quantity of Dung or Manure belonging to the said Magistrates or Commissioners or Board of Police, not being less than Twenty-five Tons, which shall be specified in the said Notice, and shall convey such Dung or Manure to any other Station on the Railways belonging to the Company, not being less than Three Miles distant, or to any Station beyond the said Distance on any other Railway directly communicating with those Railways which may be leased or worked by the Company, upon Payment of One Penny Halfpenny *per Ton per Mile* for Distances under Six Miles, and of One Penny *per Ton per Mile* for Distances of Six Miles or upwards: Provided that the said Magistrates or Commissioners or Board of Police shall provide Persons to perform the Duty of loading and unloading the said Trucks, and shall, in case the said Trucks are detained at either Station for a longer Period than Twenty-four Hours, pay Demurrage at the Rate of Sixpence *per Truck* for each Day or Part of a Day thereafter.

50. Nothing

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50. Nothing in this Act shall alter or affect Section Twenty of "The Caledonian Railway (*Wishaw and Coltness Railway Purchase*) Act, 1849," or any special Provisions or Enactments of any Acts relating to the Caledonian Railway Company or to the dissolved Company, which restrict, in favour of any Persons or Corporations named therein, or with respect to Traffic to or from any other Railway or Canal therein named, the Tolls, Rates, or Charges leviable by either of such Companies, or which exempt such Persons or Corporations or Traffic from such Tolls, Rates, or Charges, but all such Provisions and Enactments shall continue in force in favour of such Persons or Corporations, and their Heirs or Successors, and of such Traffic, and shall be operative against and binding upon the Company, in the same Manner and to the same Extent as if this Act had not been passed.

Reserving Restrictions of Tolls in favour of particular Persons and Corporations.

51. Whereas the *Monkland Railways Company* have for some Time been and still are, by Arrangement with the Caledonian Railway Company, running over and using for their Mineral Traffic that Portion of the Undertaking of that Company which lies between the Junction of the Lines of the said Companies near *Gartsherrie* and the *Saint Rollox* Mineral Station of the Caledonian Railway Company at *Glasgow*, and for their Passenger Traffic that Portion of the said Undertaking which lies between the said Junction near *Gartsherrie* and the *Buchanan Street* Station of the Caledonian Railway Company at *Glasgow*, paying for such Use respectively an agreed or commuted Rate of Ninepence for each Ton of Minerals, and Elevenpence for each First-class Passenger, and Sixpence Three Farthings for each Third-class Passenger, and it is expedient that a Right to such Use should be conferred upon them, and be extended to certain other Portions of the Undertaking of the Company as herein-after mentioned, and that such Right should be made binding upon the Company in perpetuity: Therefore at all Times after the Commencement of this Act, unless and until it shall be otherwise agreed, the *Monkland Railways Company* shall have the Right, subject to the Byelaws, Rules, and Regulations of the Company for the Time being in force, to run over and use, with their Engines, Waggon, and Trucks, for all Purposes of Mineral Traffic, the said Portion of the Caledonian Railway between the said Junction near *Gartsherrie* and the said *Saint Rollox* Station, and also those Portions of the said Railway which lie between the last-mentioned Portion thereof and *Cowlairs*, and to run over and use, with their Engines and Carriages, for all Purposes of Passenger Traffic, the said Portion of the Caledonian Railway which lies between the said Junction near *Gartsherrie* and the said *Buchanan Street* Station, upon Payment of the Tolls leviable by the Company under this Act for such Use respectively: Provided always, that such

Providing Facilities for Traffic of Monkland Railways Company from Gartsherrie to Glasgow and to Cowlairs.

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such Tolls shall not in any Case exceed the following Sums; (that is to say,)

Upon or in respect of all Minerals passing between the said Junction near *Gartsherrie* and *Saint Rollox* Station, or between the said Junction near *Gartsherrie* and *Cowlairs*, a Toll of Ninepence *per* Ton for the whole Distance;

And upon or in respect of Passengers passing between the said Junction near *Gartsherrie* and the said *Buchanan Street* Station, a Toll of Elevenpence for each First-class Passenger, and of Sixpence Three Farthings for each Third-class Passenger for the whole Distance.

Confirming Agreement between Company and Monkland Railways Company.

52. The Agreement between the *Caledonian* Railway Company and the *Monkland* Railways Company, dated the Thirteenth Day of *October* and Fifth Day of *November* One thousand eight hundred and sixty-three, of which a Copy is contained in the Sixth Schedule to this Act, is hereby confirmed and made binding on the Company and the *Monkland* Railways Company in perpetuity.

Traffic of Monkland Railways Company not specially provided for to be carried at lowest Rates charged for same Distance.

53. The Company at all Times after the Commencement of this Act, unless and until otherwise agreed, shall convey all such Goods and Mineral Traffic of the *Monkland* Railways Company as shall be presented to them for Conveyance at any Point of Junction of the *Monkland* Railways with the *Caledonian* Railway, from such Point of Junction to any Terminal or other Station on the *Caledonian* Railway to which such Traffic may be consigned, and for the Conveyance of which special Provision is not herein-before made, upon Payment of Tolls and Charges at the lowest Rates for the Distance travelled which shall at the Time be levied by the Company from any other Company or Person in respect of Traffic of the same Description conveyed by the Company for the same Distance in the same Direction to the same Station.

Monkland Railways Company to have Option of having their Traffic conveyed at a Mileage Proportion of the aggregate Rates on both Lines.

54. It shall be lawful for the *Monkland* Railways Company from Time to Time, upon giving at least One Month's previous Notice in Writing to the Company, to require that the Tolls and Charges levied by the Company in respect of the whole or of any specified Description of the Goods and Mineral Traffic passing or conveyed upon the *Caledonian* Railway from or to the *Monkland* Railways shall be computed, not according to the Rates herein-before authorized to be levied by the Company in respect of Traffic of the same Description generally, or according to the Rates herein-before provided (whether by this Act or by the Agreement confirmed by this Act as aforesaid) in respect of Traffic of the same Description passing or conveyed from or to the *Monkland* Railways, but according to the Rates following; (that

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(that is to say,) the Distance which the Traffic in respect to which such Notice shall be given shall pass or be conveyed upon the *Monkland* Railways shall be added to the Distance which such Traffic shall pass or be conveyed upon the *Caledonian* Railway, and the Tolls and Charges levied in respect of such Traffic by both Companies shall together be of the same gross Amount as the Tolls and Charges levied by the Company at the Time in respect of Traffic of the same Description passing or conveyed exclusively upon the *Caledonian* Railway in the same Direction to or from the same Terminus for a Distance equal to such united Distances, and shall be divided between the said Companies in proportion to the Distances which such Traffic shall pass or be conveyed upon their respective Railways: Provided always, that the total Amount of Tolls and Charges so levied by the said Companies in respect of any such Traffic shall not exceed the total Amount of the Tolls and Charges legally leviable at the Time in respect of such Traffic by the said Companies under their respective Acts: Provided also, that after giving any such Notice it shall not be lawful for the *Monkland* Railways Company to require the Company to revert to any of the other Modes authorized by this Act of computing the Tolls and Charges to be levied by the Company in respect of the Traffic to which such Notice applies, or any Part thereof, without giving at least Two Months previous Notice in Writing to the Company to that Effect.

55. Whereas the *Glasgow and South-western* Railway Company have for some Time been and still are, by Arrangement with the *Caledonian* Railway Company, using with their Engines, Carriages, and Waggons the Portion of the *Caledonian* Railway between *Gretna* Junction and *Carlisle*, and it is expedient that a Right to such User should, on the Conditions herein-after mentioned, be conferred on that Company in perpetuity: Therefore the *Glasgow and South-western* Railway Company shall have the Right from the Commencement of this Act, and in perpetuity thereafter, to run over and use, with the Engines, Carriages, and Waggons used by them, the Portion of the Main Line of the *Caledonian* Railway which is situate between the Junction of that Railway with the *Glasgow and South-western* Railway near *Gretna* on the one hand and the *Caledonian* Railway Company's Goods Station at *Carlisle* and the *Citadel* Station at *Carlisle* on the other hand, for the Conveyance of all Traffic requiring to pass from or to the *Glasgow and South-western* Railway to or from *Carlisle* or any other Place in *England*, but subject always to the Byelaws, Rules, and Regulations of the Company for the Time being in force: Provided always, that the *Glasgow and South-western* Railway Company shall satisfy and relieve the Company of all Claims for Loss, Injury, or Damage, whether to Persons or to Property, which

Power to
Glasgow and
South-west-
ern Railway
Company to
use Part of
Caledonian
Railway.

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may be occasioned by such Use of the said Portion of the *Caledonian* Railway, excepting Claims for Loss, Injury, or Damage caused by the Default of the Company or of their Servants; and the *Glasgow and South-western* Railway Company shall and they are hereby required, for and in respect of such Right of User, to pay to the Company annually in perpetuity the Sum of Five thousand Pounds Sterling in lieu of any Toll which the Company might demand and take for such User of the said Portion of their Line, and the said Sum shall be paid by Two Half-yearly Moieties upon the First Day of *February* and the First Day of *August* in every Year, and the First of such Payments shall be made on the First Day of *February* in the Year One thousand eight hundred and sixty-six for the Half Year preceding, and in the event of any such Moiety or any Portion thereof not being paid when due, the *Glasgow and South-western* Railway Company shall pay to the Company Interest at the Rate of Five *per Centum per Annum* upon the Amount remaining due until paid.

Company
to provide
Accommo-
dation to
Glasgow and
South-west-
ern Rail-
way Com-
pany at
Carlisle.

56. The Company shall, on Payment as after mentioned, provide at all Times after the Commencement of this Act (unless and until otherwise agreed) to the *Glasgow and South-western* Railway Company such and the like Accommodation for the Locomotive Engines and Waggons used by them, and for their Goods Traffic, in and upon the Company's Depôt and Premises at *Carlisle*, and shall render to the *Glasgow and South-western* Railway Company such and the like Services in respect thereof as the *Caledonian* Railway Company have hitherto done under and pursuant to an Agreement between the *Caledonian* Railway Company and the *Glasgow and South-western* Railway Company, dated the Seventeenth Day of *April* and the Sixth Day of *June*, both in the Year One thousand eight hundred and fifty-five, and recorded in the Books of Council and Session in the Month of *May* One thousand eight hundred and sixty; and the Company shall also at all Times, on Payment as after mentioned, provide such further Accommodation and render such additional Services, of the Nature and Description herein-before mentioned, as the Traffic of the *Glasgow and South-western* Railway Company may from Time to Time require, and as it may be in the Power of the Company to provide and render, and in consideration thereof, subject to the Provisions herein-after contained, the *Glasgow and South-western* Railway Company shall pay to the Company such and the like Remuneration for the said Accommodation and Services first-mentioned as they have hitherto done under and pursuant to the said Agreement, and such further Remuneration as will be proportionate to such further Accommodation and additional Services as may be provided and rendered as aforesaid; and in case of Difference between the said Companies, either as to the further Accommodation or Services to be so provided or rendered,

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rendered, or as to the further Remuneration to be paid in respect thereof, every such Difference shall be referred to and be determined by Arbitration as herein-after provided.

57. It shall be lawful for the Company by Notice in Writing given to the *Glasgow and South-western Railway Company*, or for the *Glasgow and South-western Railway Company* by Notice in Writing given to the Company, not less in either Case than Twelve Calendar Months before the Thirty-first Day of *July* in the Year One thousand eight hundred and seventy-nine, and in each Fifth Year thereafter, to require, if they cannot otherwise agree, that it be referred to and be determined by Arbitration, in manner herein-after provided, whether any and what Additions to or Deductions from the Remuneration payable for Station Accommodation and Services as before mentioned shall be made for the Period of Five Years next ensuing such Thirty-first Day of *July*, and if under any such Arbitration it be determined that any such Additions or Deductions should be made on the said Remuneration, the same shall be made accordingly during the said next ensuing Period of Five Years.

Periodical
Revision of
Rates of
Payment.

58. Nothing in this Act contained shall alter, prejudice, or affect an Agreement made on the First Day of *March* One thousand eight hundred and fifty-one between the *Lancaster and Carlisle Railway Company* and the *Caledonian Railway Company* of the First Part, and the *Glasgow and South-western Railway Company* of the Second Part.

Reserving
Agreement
with Glas-
gow and
South-west-
ern Railway
Company as
to Citadel
Station at
Carlisle.

59. The Expression "*South-western Traffic*" as herein-after used shall mean Traffic of every Description passing or destined or directed to pass to, from, over, or beyond the Railways which previously to the Commencement of this Act formed the Undertaking of the *Scottish Central Railway Company*, and which are herein-after called "*the Scottish Central Lines*," or any Part thereof, from, to, or beyond and over the Railways forming the Undertaking of the *Glasgow and South-western Railway Company*, or any Part thereof.

Defining
South-west-
ern Traffic.

60. The Company shall give to the *Glasgow and South-western Railway Company* in respect to "*South-western Traffic*" all such Facilities as are usual or useful for the convenient working or Development of Railway Traffic, including among other things Through Booking, Through Tickets and Invoices, and, so far as may reasonably be required, Through Carriages and Waggon, and conveniently timed and arranged Trains, whether ordinary or special, as the Case may require, for the Reception, forwarding, Transmission, Conveyance, and Delivery of such Traffic, and shall accommodate, manage, and forward such

Through
Booking in
favour of
South-west-
ern Traffic.

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such Traffic, and give such Facilities as effectually, regularly, and expeditiously as if it were their own proper Traffic, or Traffic which they were desirous of cultivating to the utmost, and shall not give any Preference, Priority, or Advantage over it to any other Traffic, subject only to the Payment to them of the Proportion of Receipts from such Traffic as herein-after provided.

Traffic to be forwarded as consigned.

61. The Company shall forward all "*South-western Traffic*" tendered to them by the *Glasgow and South-western Railway Company* over such Portions of the *Scottish Central Lines* as may from Time to Time be directed by that Company; and all Traffic specially consigned by the Public as to be conveyed by the *Glasgow and South-western Railway Company's Route* shall be sent by such Route; and in like Manner the *Glasgow and South-western Railway Company* shall forward all Traffic tendered to them over such Portion of the *Scottish Central Lines* as may from Time to Time be directed; and all Traffic specially consigned by the Public as to be conveyed by the *Scottish Central Route* shall be sent by that Route.

Glasgow and South-western Company may employ their own Clerks to book Passengers.

62. The *Glasgow and South-western Railway Company* shall, as respects the Passenger Traffic comprehended in "*South-western Traffic*," be entitled to, and may, at their own Cost, employ their own Clerks for booking such Traffic at any present or future Passenger Station or Stations on the *Scottish Central Lines*, and the Company shall provide the necessary Accommodation for such Clerks at such Station or Stations: Provided always, that such Clerks shall be subject to the Regulations of the Company from Time to Time in force at such Station or Stations, and the Payment for the Accommodation so provided by the Company shall be determined by Agreement, or, in case of Difference, by Arbitration, in manner herein-after mentioned.

Glasgow and South-western Company may employ their own Agents for Goods Traffic.

63. The *Glasgow and South-western Railway Company* shall, in respect of Goods, Mineral, and Live Stock Traffic comprehended in "*South-western Traffic*," be at liberty, at their own Cost, to employ at any of the present or future Goods or Mineral Stations on the *Scottish Central Lines* such Clerks or Agents as they may think proper for the Purpose of invoicing, collecting, delivering, and carting "*South-western Traffic*," and for such Purpose may enter and use any such Station or Stations, subject nevertheless to the Regulations of the Company from Time to Time in force thereat; and the Company shall for the Cartage so performed, when the Rate charged for such Traffic includes Cartage, allow to the *Glasgow and South-western Railway Company* an Amount *per Ton* equal to the average actual Cost *per Ton* of Cartage performed by the Company or their Agents at such Station or Stations.

64. The

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64. The *Glasgow and South-western* Railway Company shall have Power to fix the Rates and Fares for all "*South-western Traffic*," and the Receipts arising from such Traffic shall, after Deduction of Government Duty and the usual Terminals from Time to Time allowed by the Railway Clearing House, and such Terminals upon Coal and Lime and other Articles not regulated by the Railway Clearing House as may be agreed upon, or, in case of Difference, fixed by Arbitration (which shall belong and be paid to the Companies respectively entitled thereto), and any Portion of Through Rate or Fare which may be due to other Railway Companies concurring in such Through Rates or Fares, be divided between the Company and the *Glasgow and South-western* Railway Company by Mileage according to the actual Distance travelled over their respective Railways: Provided always, that the Company shall in no Case receive in such Division a less Sum *per Mile* of the Distance for which such Traffic shall be conveyed over their Railways than the following; *viz.*,

	Pence.	Decimal Parts of a Penny.
Passengers by Ordinary or Express Trains, First Class, each, <i>per Mile</i>	1	·25
Passengers by Ordinary or Express Trains, Second Class, each, <i>per Mile</i>	0	·91
Passengers by Ordinary or Express Trains, Third Class and Parliamentary, each, <i>per Mile</i>	0	·60
Passengers by Excursion Trains, First Class, for single Journey, each, <i>per Mile</i>	0	·54
Passengers by Excursion Trains, in covered Carriages, single Journey, each, <i>per Mile</i>	0	·27
Passengers with Tourists Tickets, First Class, single Journey, each, <i>per Mile</i>	1	·02
Passengers with Tourists Tickets, Second Class, single Journey, each, <i>per Mile</i>	0	·73
Passengers with Tourists Tickets, Third Class, single Journey, each, <i>per Mile</i>	0	·37
Parcels, each, <i>per Mile</i>	0	·05
Fish, <i>per Ton per Mile</i>	1	·60
Horses, if only One, <i>per Mile</i>	1	·93
Ditto, if Two, <i>per Mile</i>	2	·89
Ditto, if Three, <i>per Mile</i>	3	·85
Carriages, each, <i>per Mile</i>	2	·03
Dogs, each, <i>per Mile</i>	0	·19
Goods and Minerals, average Rate <i>per Ton per Mile</i>	0	·80
Live Stock, <i>per Truck per Mile</i>	3	·00

Provided always, that at the Expiration of Five Years from the Commencement of this Act, and at the Expiration of every subsequent Period of Five Years, it shall be lawful for either Party to refer to Arbitration, in manner herein-after provided, whether any such Alteration

[*Local.*]

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has

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has taken place in the Cost of working or in the Charges made to the Public at the Time as would justify any Alteration in the minimum Amount *per* Mile to be paid to the Company as aforesaid; and if the Arbitrator so think fit, it shall be lawful for him to make such Alteration therein as he shall think proper.

Facilities not to be given for Traffic sent by a circuitous Route.

65. It shall not be necessary for or incumbent on the Company, or the *Glasgow and South-western* Railway Company, to grant any of the Facilities or Advantages herein-before provided in respect of any Traffic sent by any unreasonably circuitous or inconvenient Route; and any Difference which may arise in respect to this Provision shall be settled by Arbitration in manner herein-after directed.

Running Powers.

66. The *Glasgow and South-western* Railway Company may, for the Purpose of conveying "*South-western* Traffic," run over and use, with their Engines, Trucks, and Carriages of every Description, the *Scottish Central* Lines, and the Stations, Watering Places, Works, and Conveniences upon and connected with the *Scottish Central* Lines; and the Company and the *Glasgow and South-western* Railway Company shall respectively be entitled to the Conveniences and Privileges, and be subject to the Regulations and Obligations, herein-after mentioned; (that is to say,)

1. The *Glasgow and South-western* Railway Company shall have the Power (subject to the Provisions of the Acts applicable thereto) to fix the Through Rate or Fare at which such Traffic shall be conveyed by them for the whole Distance for which it shall be so conveyed upon their own Railways and the Railways of the Company; from the said Through Rate shall be deducted, in the first place, the Government Duties in respect of Passengers, and the usual Terminals payable in respect of such Traffic according to the Regulations of the Railway Clearing House in force for the Time being, and such Terminals upon Coal and Lime and other Articles not regulated by the Clearing House as may be agreed upon, or, in case of Difference, fixed by Arbitration, which shall belong and be paid to the Companies respectively entitled thereto, and, in the second place, Twenty-five *per Centum* of the Amount remaining after deducting the said Duties and Terminals as aforesaid, which Per-centage shall be retained by the *Glasgow and South-western* Railway Company on account of their Working Expenses in relation to such Traffic, and the Residue shall be apportioned between the Company and the *Glasgow and South-western* Railway Company by an equal Mileage Rate, according to the said Regulations, for the total Distance for which such Traffic shall be conveyed by the *Glasgow and South-western* Railway Company upon their own Railways and the

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the Railways of the Company : Provided always, that after Deduction of the said Duties and Terminals as aforesaid, the Company shall in no Case receive a less Sum *per* Mile of the Distance for which such Traffic shall be conveyed over their Railways than the following ; *viz.*,

	Pence.	Decimal Parts of a Penny.
Passengers by Ordinary or Express Trains, First Class, each, <i>per</i> Mile - - - -	1	·25
Passengers by Ordinary or Express Trains, Second Class, each, <i>per</i> Mile - - - -	0	·91
Passengers by Ordinary or Express Trains, Third Class and Parliamentary, each, <i>per</i> Mile -	0	·60
Passengers by Excursion Trains, First Class, for single Journey, each, <i>per</i> Mile - - - -	0	·54
Passengers by Excursion Trains, in covered Carriages, single Journey, each, <i>per</i> Mile - - -	0	·27
Passengers with Tourists Tickets, First Class, single Journey, each, <i>per</i> Mile - - - -	1	·02
Passengers with Tourists Tickets, Second Class, single Journey, each, <i>per</i> Mile - - - -	0	·73
Passengers with Tourists Tickets, Third Class, single Journey, each, <i>per</i> Mile - - - -	0	·37
Parcels, each, <i>per</i> Mile - - - -	0	·05
Fish, <i>per</i> Ton <i>per</i> Mile - - - -	1	·60
Horses, if only One, <i>per</i> Mile - - - -	1	·93
Ditto, if Two, <i>per</i> Mile - - - -	2	·89
Ditto, if Three, <i>per</i> Mile - - - -	3	·85
Carriages, each, <i>per</i> Mile - - - -	2	·03
Dogs, each, <i>per</i> Mile - - - -	0	·19
Goods and Minerals, average Rate <i>per</i> Ton <i>per</i> Mile	0	·80
Live Stock, <i>per</i> Truck <i>per</i> Mile - - - -	3	·00

subject as aforesaid to Deduction of Twenty-five *per Centum* for Working Expenses : Provided also, that at the Expiration of Five Years from the Commencement of this Act, and at the Expiration of every subsequent Period of Five Years, it shall be lawful for either Party to refer to Arbitration, in manner herein-after provided, whether any such Alteration has taken place in the Cost of working or in the Charges made to the Public at the Time as would justify any Alteration in the minimum Amount *per* Mile to be paid to the Company ; and if the Arbitrator so think fit, it shall be lawful for him to make such Alteration therein as he shall think proper :

2. The Use, on and over the *Scottish Central* Lines, of any Engines, Carriages, and Waggons from Time to Time employed upon the Railways of the *Glasgow and South-western* Railway Company, with their Servants properly accompanying their Trains :

3. The

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3. The Use of sufficient Engine Stables, Coking Places, Water, Gas, and other Conveniences to be provided by the Company, in connexion with the *Scottish Central Lines*, to the Extent and at Charges to be from Time to Time fixed by Agreement or Arbitration :
4. The joint or separate Use of the Offices, Warehouses, Stations, Sidings, and other Accommodation at the several Stations, Wharves, stopping, loading, and unloading Places, Sidings, and Junctions of the *Scottish Central Lines*, the Extent of such Use and the Nature of the Arrangements for working the Traffic at the respective Places to be determined by Agreement or by Arbitration, and the Payment for the same to be the Terminals as respects Goods, Mineral, and Live Stock Traffic, and as respects Passenger Traffic to be such special Payment, if any, as may be determined by Agreement or by Arbitration ; and further, if at the Request of the *Glasgow and South-western Railway Company* the Arbitrator shall order any Enlargement or Alteration of any of the said Stations or Places, such Enlargement or Alteration shall be made by the Company, and the annual Payment therefor, if any, shall be settled by Agreement or by Arbitration :
5. The *Glasgow and South-western Railway Company* may appoint, at the Stations on the *Scottish Central Lines*, such Porters, Clerks, Agents, and other Servants and Officers for the Reception, handling, booking, invoicing, forwarding, and managing their Traffic as they may think proper, receiving for the Expense of such Services such Sum as may be from Time to Time fixed by Agreement or Arbitration, and as respects Cartage, an Amount *per Ton* equal to the average actual Cost *per Ton* of Cartage performed by the Company or their Agents at such Station or Stations :
6. The Hours of Arrival and Departure of the Trains run by the *Glasgow and South-western Railway Company* shall, in case of Difference, be fixed by Arbitration :
7. If the *Glasgow and South-western Railway Company* or the Company shall complain of any Infringement of the Enactments in this Section contained, or if any Difference shall arise between the said Companies as to the proper Construction of any of the said Enactments, or as to anything which ought or ought not to be done thereunder, or in any way in consequence thereof, every such Complaint or Difference shall be settled by Arbitration as herein-after provided :
8. The *Glasgow and South-western Railway Company* shall, in the Use of the Railways run over, be subject to the Byelaws and Regulations for the Time in force of the Company.

67. Nothing

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67. Nothing in this Act contained shall authorize the *Glasgow and South-western* Railway Company to carry or interfere with any Traffic arising and terminating on the *Scottish Central* Lines. Local Traffic not to be interfered with.

68. If the Company grant to any other Company in respect of "*South-western* Traffic," or Traffic competitive therewith, a Rate or Fare on or beyond the *Scottish Central* Lines which in Division gives to the Company a lower Minimum than is herein-before stated, or greater Facilities and Advantages than are herein-before granted or intended to be granted to the *Glasgow and South-western* Railway Company, they shall grant the same Rates, Fares, Facilities, and Advantages to the *Glasgow and South-western* Railway Company, and the Minimum herein-before fixed shall not apply to such Rates or Fares. Glasgow and South-western Railway Company to be equally favoured as any other Company.

69. Proper Accounts shall be kept by the *Glasgow and South-western* Railway Company, and the Company shall have Access to such Accounts whenever they think fit; and in the event of any Difference arising between the *Glasgow and South-western* Railway Company and the Company as to the Manner in which such Accounts shall be kept, or otherwise in reference to such Accounts, such Difference shall be settled by Arbitration in the Manner herein-after provided. Accounts to be kept by Company fixing Rate.

70. If any Difference shall arise between the *Glasgow and South-western* Railway Company and the Company as to the Construction, Meaning, or Intent of any of the Provisions herein contained in respect to the Running Powers and Facilities herein granted and provided, or in relation to any Matter arising out of or consequent on or incidental to any of such Provisions, or as to the Compliance with or the carrying out of the Spirit and Intention of such Provisions by either of the said Companies, such Difference is hereby referred to and shall from Time to Time be settled by the Standing Arbitrator to be appointed as next herein-after provided, who shall have Power to order such Arrangements and Remedies as he may think right for securing the due Fulfilment of the Provisions aforesaid, and to award and fix the Amount of the Compensation or Damages to be paid by the one Party to the other in respect of any Breach of the said Provisions, or any of them, and in respect of any Neglect or Refusal of the respective Company or Companies to perform and carry out any Award or Order made by such Arbitrator, or by any other Arbitrator, under any previous Arbitration as to any of the Matters aforesaid. Differences to be settled by Arbitration.

71. It shall be lawful for the *London and North-western* Railway Company and the *Midland* Railway Company respectively to run Power to London and North-west-
over
 [Local.] 48 D

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ern and
Midland
Companies
to run over
Caledonian,
and the Com-
pany to run
over the
Lancaster
and Carlisle.

over and use, with their Engines, Trucks, and Carriages of every Description, the Lines of the Company lying between the *Citadel* Station at *Carlisle* on the one hand, and the Company's Stations at the *Lothian Road* in *Edinburgh*, at *Buchanan Street* in *Glasgow*, at *Perth*, and at *Dundee* respectively on the other hand, and the Stations, Watering Places, Works, and Conveniences upon and connected with the said Lines respectively, for the Purpose only of conveying between *Carlisle* on the one hand, and *Edinburgh*, *Glasgow*, *Perth*, and *Dundee*, or any Place beyond any of these Towns or intermediate between *Carlisle* and any of these Towns, on the other hand, any Passenger or other Traffic of any Description which shall have passed or shall be about to pass over any Portion of the *Lancaster and Carlisle* Railway, or any Portion of the Lines belonging to or leased by the *Midland* Railway Company; and it shall be lawful for the Company to run over and use, with their Engines, Trucks, and Carriages of every Description, the Lines of Railway leased to the *London and North-western* Railway Company lying between the *Citadel* Station at *Carlisle* on the one hand, and *Lancaster*, *Morecombe*, *Ingleton*, and *Windermere* on the other hand, and the Stations, Watering Places, Works, and Conveniences upon and connected with the said Lines respectively (during the Subsistence of the said Lease), for the Purpose only of conveying between *Carlisle* on the one hand, and *Lancaster*, *Morecombe*, *Ingleton*, or *Windermere*, or any Place beyond any of these Places or intermediate between *Carlisle* and any of these Places, on the other hand, any Passenger or other Traffic of any Description which shall have passed or shall be about to pass over any Portion of the *Caledonian* Railway: Provided always, that, in exercising the Powers herein-before granted, the *London and North-western* Railway Company, the *Midland* Railway Company, and the Company shall respectively be subject to the Terms and Conditions and to Payment of the Rates herein-after provided in respect to the running over and Use by any Railway Company, with their Engines, Trucks, and Carriages, of any Portion of the Undertaking of another Company, and in construing for that Purpose these Terms and Conditions, each of the said Companies respectively, when exercising the Powers of running herein-before conferred upon them, shall be held to be "the running Company," and when having such Powers exercised over their respective Lines of Railway shall be held to be "the Company whose Lines are run over."

Terms of
such User.

72. The Terms and Conditions (herein-before referred to) on which the *London and North-western* Railway Company and the *Midland* Railway Company may respectively run over and use certain Portions of the Undertaking of the Company, and on which the

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the Company may run over and use certain of the Lines of Railway leased to the *London and North-western* Railway Company, under the Powers herein-before contained, are the following ; (that is to say,)

The running Company shall in all Cases (subject to the Provisions of the Acts applicable thereto) fix the Through Rate at which such Traffic shall be conveyed by them for the whole Distance for which it shall be so conveyed upon their own Railways and the Railways of the Company whose Lines are run over and any other Railways ; from the said Through Rate shall be deducted, in the first place, the Government Duties in respect of Passengers and the usual Terminals payable in respect of such Traffic according to the Regulations of the Railway Clearing House in force for the Time being, which shall belong and be paid to the Companies respectively entitled thereto, and any Portion of the Through Rate which may be due to other Railway Companies, and, in the second place, Twenty-five *per Centum* of the Amount remaining after deducting the said Duties and Terminals as aforesaid, which Per-centage shall be retained by the running Company on account of their Working Expenses in relation to such Traffic, and the Residue shall be apportioned into an equal Mileage Rate, according to the said Regulations, for the total Distance for which such Traffic shall be conveyed by the running Company upon their own Railways and the Railways of the Companies whose Lines are run over and any Railway intervening ; and the running Company shall pay to the Company whose Lines are run over a Proportion of the said Mileage Rate corresponding to the Distance for which such Traffic shall be conveyed over the Railways of the Company whose Lines are run over as compared with such total Distance as aforesaid : Provided always, that, after Deduction of the said Duties and Terminals as aforesaid, the Company whose Lines are run over shall in no Case receive a less Sum *per Mile* of the Distance for which such Traffic shall be conveyed over their Railways than the following ; namely,

	Pence.	Decimal Parts of a Penny.
Passengers by Ordinary or Express Trains, First Class, each, <i>per Mile</i> - - - - -	1	·25
Passengers by Ordinary or Express Trains, Second Class, each, <i>per Mile</i> - - - - -	0	·91
Passengers by Ordinary or Express Trains, Third Class and Parliamentary, each, <i>per Mile</i> - - - - -	0	·60
Passengers by Excursion Trains, First Class, for single Journey, each, <i>per Mile</i> - - - - -	0	·54
Passengers by Excursion Trains, in covered Carriages, single Journey, each, <i>per Mile</i> - - - - -	0	·27

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	Pence.	Decimal Parts of a Penny.
Passengers with Tourists Tickets, First Class, single Journey, each, <i>per</i> Mile - - - -	1	02
Passengers with Tourists Tickets, Second Class, single Journey, each, <i>per</i> Mile - - - -	0	73
Passengers with Tourists Tickets, Third Class, single Journey, each, <i>per</i> Mile - - - -	0	37
Parcels, each, <i>per</i> Mile - - - -	0	05
Fish, <i>per</i> Ton <i>per</i> Mile - - - -	1	60
Horses, if only One, <i>per</i> Mile - - - -	1	93
Ditto, if Two, <i>per</i> Mile - - - -	2	89
Ditto, if Three, <i>per</i> Mile - - - -	3	85
Carriages, each, <i>per</i> Mile - - - -	2	03
Dogs, each, <i>per</i> Mile - - - -	0	19
Goods and Minerals, average Rate <i>per</i> Ton <i>per</i> Mile -	0	80
Live Stock, <i>per</i> Truck <i>per</i> Mile - - - -	3	00

And for any Distance not exceeding 20 Miles, at the Rate of
25 *per Centum* in addition to the above.

subject as aforesaid to Deduction of Passenger Duty and Twenty-five *per Centum* for Working Expenses : Provided also, that at the Expiration of Five Years from the Commencement of this Act, and at the Expiration of every subsequent Period of Five Years, it shall be lawful for either Party to refer to Arbitration, in manner herein-after provided, whether any such Alteration has taken place in the Cost of working or in the Charges made to the Public at the Time as would justify any Alteration in the minimum Amount *per* Mile to be paid to the Company whose Lines are run over as aforesaid, and if the Arbitrator so think fit, it shall be lawful for him to make such Alteration therein as he shall think proper :

The Times and Rates of Speed at which the running Company may run Trains over the Portions aforesaid of the Railways of the Company whose Lines are run over shall from Time to Time, in case of Difference between the said Companies, be determined by Arbitration :

The Company whose Lines are run over shall afford all reasonable Facilities for the uninterrupted Passage of such Trains of the running Company, at the Times and Rates of Speed agreed upon or determined as aforesaid, along the Railways of the Company whose Lines are run over, and shall not, by the Adjustment of the Times of Arrival or Departure of their own Trains, or otherwise, cause any Impediment or Delay to such Trains :

The Company whose Lines are run over shall afford to the running Company all reasonable Facilities and Services at their Stations on the Portions aforesaid of their Railways for receiving, accommodating, loading, unloading, and delivering the Traffic herein-before specified :

Each

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

Each of the running Companies shall be at liberty, at their own Cost, to employ their own Booking and Invoicing Clerks and Carting Agents at any or all of the Stations of the Companies whose Lines are run over, and for the Services so performed the Company owning the Station shall allow out of the Terminals or Fares to the Company so employing such Clerks or Agents the actual Cost to such owning Company for similar Services at that Place, not exceeding as respects Cartage the Amount for the Time being allowed under Railway Clearing House Regulations for Cartage :

The running Company shall annually pay to the Company whose Lines are run over, in consideration of any Accommodation afforded to them, which is not covered by the usual Terminal and Mileage Allowances as aforesaid, at the said Stations during the preceding Year such a Sum as shall from Time to Time, in case of Difference between the Companies, be determined by Arbitration :

If the running Company or the Company whose Lines are run over shall complain of any Infringement of the Enactments in this Section contained, or if any Difference shall arise between the said Companies as to the proper Construction of any of the said Enactments, or as to anything which ought or ought not to be done thereunder, or in any way in consequence thereof, every such Complaint or Difference shall be settled by Arbitration as herein-after provided.

73. The Expression "*Scottish East Coast Traffic*," as herein-after used, shall mean Traffic of every Description passing or destined or directed to pass to, from, over, or beyond the Railways which previously to the Commencement of this Act formed the Undertaking of the *Scottish Central* Railway Company (and which are herein-after called the *Scottish Central* Lines), or any Part thereof, from, to, over, or beyond the Railways forming the Undertakings of the *North British* Railway Company and of the *Edinburgh and Glasgow* Railway Company respectively, or any Part thereof, which Companies are herein-after called the *Scottish East Coast* Companies.

Defining
Scottish
East Coast
Traffic.

74. The Company shall give to the *Scottish East Coast* Companies, in respect to "*Scottish East Coast Traffic*," all such Facilities as are usual or useful for the convenient working or Development of Railway Traffic, including, among other things, Through Booking, Through Tickets and Invoices, and, so far as may reasonably be required, Through Carriages and Waggon, and conveniently timed and arranged Trains, whether ordinary or special, as the Case may require, for the Reception, forwarding, Transmission, Conveyance,

Through
Booking in
favour of
Scottish
East Coast
Companies.

[*Local.*]

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and

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and Delivery of such Traffic, and shall accommodate, manage, and forward such Traffic, and give such Facilities as effectually, regularly, and expeditiously as if it were their own proper Traffic, or Traffic which they were desirous of cultivating to the utmost, and shall not give any Preference, Priority, or Advantage over it to any other Traffic, subject only to the Payment to them of the Proportion of Receipts from such Traffic as herein-after provided.

Traffic to be forwarded as consigned.

75. The Company shall forward all "*Scottish East Coast Traffic*" tendered to them by the *Scottish East Coast Companies*, or either of them, over such Portions of the *Scottish Central Lines* as may from Time to Time be directed by such Companies, or either of them; and all Traffic specially consigned by the Public as to be conveyed by the *Scottish East Coast Companies Route* shall be sent by such Route; and in like Manner the *Scottish East Coast Companies*, or either of them, shall forward all Traffic tendered to them, or either of them, over such Portions of the *Scottish Central Lines* as may from Time to Time be directed by such Companies respectively; and all Traffic specially consigned by the Public as to be conveyed by the *Scottish Central Route* shall be sent by that Route.

Scottish East Coast Companies may employ their own Clerks to book Passengers.

76. The *Scottish East Coast Companies*, or either of them, shall, as respects the Passenger Traffic comprehended in "*Scottish East Coast Traffic*," be entitled to, and may, at their own Cost, employ their own Clerks for booking such Traffic at any present or future Passenger Station or Stations on the *Scottish Central Lines*, and the Company shall provide the necessary Accommodation for such Clerks at such Station or Stations: Provided always, that such Clerks shall be subject to the Regulations of the Company from Time to Time in force at such Station or Stations, and the Payment for the Accommodation so provided by the Company shall be determined by Agreement, or, in case of Difference, by Arbitration in manner herein-after mentioned.

Scottish East Coast Companies may employ their own Agents for Goods Traffic.

77. The *Scottish East Coast Companies*, or either of them, shall, in respect of Goods, Mineral, and Live Stock Traffic comprehended in "*Scottish East Coast Traffic*," be at liberty, at their own Cost, to employ at any of the present or future Goods or Mineral Stations on the *Scottish Central Lines* such Clerks or Agents as they may think proper for the Purpose of invoicing, collecting, delivering, and carting "*Scottish East Coast Traffic*," and for such Purpose may enter and use any such Station or Stations, subject nevertheless to the Regulations of the Company from Time to Time in force thereat; and the Company shall, for the Cartage so performed, when the Rate charged for such Traffic includes Cartage, allow to the *Scottish East Coast*

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Coast Companies, or either of them, an Amount *per* Ton equal to the average actual Cost *per* Ton of Cartage performed by the Company or their Agents, at such Station or Stations.

78. The *Scottish* East Coast Companies, or either of them, shall have Power to fix the Rates and Fares for all "*Scottish* East Coast Traffic;" and the Receipts arising from such Traffic shall, after Deduction of Government Duty, and the usual Terminals from Time to Time allowed by the Railway Clearing House, and such Terminals upon Coal and Lime and other Articles not regulated by the Clearing House as may be agreed upon, or, in case of Difference, fixed by Arbitration (which shall belong and be paid to the Companies respectively entitled thereto), and any Portion of Through Rate or Fare which may be due to other Railway Companies concurring in such Through Rates or Fares, be divided between the Company and the *Scottish* East Coast Companies, or either of them, by Mileage according to the actual Distance travelled over their respective Railways: Provided always, that the Company shall in no Case receive in such Division a less Sum *per* Mile of the Distance for which such Traffic shall be conveyed over their Railways than the following; *viz.*,

	Pence.	Decimal Parts of a Penny.
Passengers by Ordinary or Express Trains, First Class, each, <i>per</i> Mile	1	·25
Passengers by Ordinary or Express Trains, Second Class, each, <i>per</i> Mile	0	·91
Passengers by Ordinary or Express Trains, Third Class and Parliamentary, each, <i>per</i> Mile	0	·60
Passengers by Excursion Trains, First Class, for single Journey, each, <i>per</i> Mile	0	·54
Passengers by Excursion Trains, in covered Carriages, single Journey, each, <i>per</i> Mile	0	·27
Passengers with Tourists Tickets, First Class, single Journey, each, <i>per</i> Mile	1	·02
Passengers with Tourists Tickets, Second Class, single Journey, each, <i>per</i> Mile	0	·73
Passengers with Tourists Tickets, Third Class, single Journey, each, <i>per</i> Mile	0	·37
Parcels, each, <i>per</i> Mile	0	·05
Fish, <i>per</i> Ton <i>per</i> Mile	1	·60
Horses, if only One, <i>per</i> Mile	1	·93
Ditto, if Two, <i>per</i> Mile	2	·89
Ditto, if Three, <i>per</i> Mile	3	·85
Carriages, each, <i>per</i> Mile	2	·03
Dogs, each, <i>per</i> Mile	0	·19
Goods and Minerals, average Rate <i>per</i> Ton <i>per</i> Mile	0	·80
Live Stock, <i>per</i> Truck <i>per</i> Mile	3	·00

Provided

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Provided always, that at the Expiration of Five Years from the Commencement of this Act, and at the Expiration of every subsequent Period of Five Years, it shall be lawful for either Party to refer to the Standing Arbitrator, appointed in manner next herein-after provided, whether any such Alteration has taken place in the Cost of working or in the Charges made to the Public at the Time as would justify any Alteration in the minimum Amount *per* Mile to be paid to the Company as aforesaid, and if the Arbitrator so think fit, it shall be lawful for him to make such Alteration therein as he shall think proper.

Facilities not to be given for Traffic sent by a circuitous Route.

79. It shall not be necessary for or incumbent on the Company or the *Scottish East Coast Companies* to grant any of the Facilities or Advantages herein-before provided in respect of any Traffic sent by any unreasonably circuitous or inconvenient Route, and any Difference which may arise in respect to this Provision shall be settled by the Standing Arbitrator appointed as next herein-after directed: Provided always, that the Route from *Edinburgh* to *Perth* and *Dundee*, and Places North thereof, and *vice versâ, viâ Larbert*, shall not be held to be an unreasonably circuitous Route.

Running Powers.

80. The *Scottish East Coast Companies*, or either of them, may run over and use, with their Engines, Trucks, and Carriages of every Description, the *Scottish Central Lines*, or any Part thereof, for the Purpose of conveying "*Scottish East Coast Traffic*," and the Stations, Watering Places, Works, and Conveniences upon and connected with the *Scottish Central Lines*; and each such Company who shall exercise such Power (and who as exercising such Power are herein-after called "the running Company") and the Company (who as having such Power exercised over their Lines are herein-after called "the Company whose Lines are run over") shall respectively be entitled to the Conveniences and Privileges, and be subject to the Regulations and Obligations, herein-after mentioned; (that is to say,)

1. The running Company shall have the Power (subject to the Provisions of the Acts applicable thereto) to fix the Through Rate or Fare at which such Traffic shall be conveyed by them for the whole Distance for which it shall be so conveyed upon their own Railways and the Railways of the Company whose Lines are run over; from the said Through Rate shall be deducted, in the first place, the Government Duties in respect of Passengers, and the usual Terminals payable in respect of such Traffic according to the Regulations of the Railway Clearing House in force for the Time being, and such Terminals upon Coal and Lime and other Articles not regulated by the Clearing House as may be agreed upon, or, in case of Difference, fixed

by

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by Arbitration, which shall belong and be paid to the Companies respectively entitled thereto, and, in the second place, Twenty-five *per Centum* of the Amount remaining after deducting the said Duties and Terminals as aforesaid, which Percentage shall be retained by the running Company on account of their Working Expenses in relation to such Traffic, and the Residue shall be apportioned among the Companies entitled thereto, by an equal Mileage Rate according to the said Regulations for the total Distance for which such Traffic shall be conveyed by the running Company upon their own Railways and the Railways of the Company whose Lines are run over: Provided always, that, after Deduction of the said Duties and Terminals as aforesaid, the Company whose Lines are run over shall in no Case receive a less Sum *per Mile* of the Distance for which such Traffic shall be conveyed over their Railways than the following; *viz.*,

	Pence.	Decimal Parts of a Penny.
Passengers by Ordinary or Express Trains, First Class, each, <i>per Mile</i> - - - -	1	·25
Passengers by Ordinary or Express Trains, Second Class, each, <i>per Mile</i> - - - -	0	·91
Passengers by Ordinary or Express Trains, Third Class and Parliamentary, each, <i>per Mile</i> -	0	·60
Passengers by Excursion Trains, First Class, for single Journey, each, <i>per Mile</i> - - - -	0	·54
Passengers by Excursion Trains, in covered Carriages, single Journey, each, <i>per Mile</i> - - - -	0	·27
Passengers with Tourists Tickets, First Class, single Journey, each, <i>per Mile</i> - - - -	1	·02
Passengers with Tourists Tickets, Second Class, single Journey, each, <i>per Mile</i> - - - -	0	·73
Passengers with Tourists Tickets, Third Class, single Journey, each, <i>per Mile</i> - - - -	0	·37
Parcels, each, <i>per Mile</i> - - - -	0	·05
Fish, <i>per Ton per Mile</i> - - - -	1	·60
Horses, if only One, <i>per Mile</i> - - - -	1	·93
Ditto, if Two, <i>per Mile</i> - - - -	2	·89
Ditto, if Three, <i>per Mile</i> - - - -	3	·85
Carriages, each, <i>per Mile</i> - - - -	2	·03
Dogs, each, <i>per Mile</i> - - - -	0	·19
Goods and Minerals, average Rate, <i>per Ton per Mile</i>	0	·80
Live Stock, <i>per Truck per Mile</i> - - - -	3	·00

subject as aforesaid to Deduction of Twenty-five *per Centum* for Working Expenses: Provided also, that at the Expiration of Five Years from the Commencement of this Act, and at the Expiration of every subsequent Period of Five Years, it shall be lawful for either Party to refer to the Standing Arbitrator,

[Local.]

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appointed

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- appointed in manner next herein-after provided, whether any such Alteration has taken place in the Cost of working or in the Charges made to the Public at the Time as would justify any Alteration in the minimum Amount *per* Mile to be paid to the Company whose Lines are run over as afore-said, and if the Arbitrator so think fit, it shall be lawful for him to make such Alteration therein as he shall think proper :
2. The Use on and over the *Scottish Central* Lines of any Engines, Carriages, and Waggons from Time to Time employed upon the Railways of the *Scottish East Coast* Companies, with their Servants properly accompanying their Trains :
 3. The Use of sufficient Engine Stables, Coking Places, Water, Gas, and other Conveniences to be provided by the Company, in connexion with the *Scottish Central* Lines, to the Extent and at Charges to be from Time to Time fixed by Agreement or Arbitration :
 4. The joint or separate Use of the Offices, Warehouses, Stations, Sidings, and other Accommodation at the several Stations, Wharves, stopping, loading, and unloading Places, Sidings, and Junctions of the *Scottish Central* Lines, the Extent of such Use, and the Nature of the Arrangements for working the Traffic at the respective Places, to be determined by Agreement or by Arbitration, and the Payment for the same to be the Terminals as respects Goods, Mineral, and Live Stock Traffic, and as respects Passenger Traffic to be such special Payment, if any, as may be determined by Agreement or by Arbitration; and further, if at the Request of the *Scottish East Coast* Companies the Arbitrator shall order any Enlargement or Alteration of any of the said Stations or Places, such Enlargement or Alteration shall be made by the Company, and the annual Payment therefor, if any, shall be settled by Agreement or by Arbitration :
 5. The *Scottish East Coast* Companies, or either of them, may appoint at the Stations on the *Scottish Central* Lines such Porters, Clerks, Agents and other Servants and Officers for the Reception, handling, booking, invoicing, forwarding, and managing their Traffic as they may think proper, receiving for the Expense of such Services such Sum as may be from Time to Time fixed by Agreement or Arbitration, and as respects Cartage, an Amount *per* Ton equal to the average actual Cost *per* Ton of Cartage performed by the Company or their Agents at such Station or Stations :
 6. The Hours of Arrival and Departure of the Trains run by the *Scottish East Coast* Companies, or either of them, shall, in case of Difference, be fixed by Arbitration :

7. If

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7. If the running Company or the Company whose Lines are run over shall complain of any Infringement of the Enactments in this Section contained, or if any Difference shall arise between the said Companies as to the proper Construction of any of the said Enactments, or as to anything which ought or ought not to be done thereunder, or in any way in consequence thereof, every such Complaint or Difference shall be settled by Arbitration as herein-after provided :

8. The running Company shall, in the Use of the Railways run over, be subject to the Byelaws and Regulations for the Time in force of the Company whose Lines are run over.

81. Nothing in this Act contained shall authorize the running Company to carry or interfere with any Traffic arising and terminating on the *Scottish Central* Lines.

Local Traffic not to be interfered with.

82. If the Company grant to any other Company in respect of "*Scottish East Coast* Traffic," or Traffic competitive therewith, a Rate or Fare on or beyond the *Scottish Central* Lines, which in Division gives to the Company a lower Minimum than is herein-before stated, or greater Facilities and Advantages than are herein-before granted or intended to be granted to the *Scottish East Coast* Companies, they shall grant the same Rates, Fares, Facilities, and Advantages to the *Scottish East Coast* Companies, and the Minimum herein-before fixed shall not apply to such Rates or Fares.

Scottish East Coast Companies to be equally favoured as any other Company.

83. Proper Accounts shall be kept by the Company and by every Company who under the Provisions of this Act shall have the Power of fixing Rates upon or over the *Scottish Central* Lines, and the Company shall have Access to such Accounts whenever they think fit, and each of the other Companies shall, when they respectively think fit, have Access to the Accounts kept by the Company ; and in the event of any Difference arising between any Company fixing such Rates and the Company as to the Manner in which such Accounts shall be kept, or otherwise in reference to such Accounts, such Difference shall be settled by the Standing Arbitrator to be appointed as next herein-after provided.

Accounts to be kept by Companies.

84. If any Difference shall arise between either of the *Scottish East Coast* Companies and the Company as to the Construction, Meaning, or Intent of any of the Provisions herein contained in respect to the Running Powers and Facilities herein granted and provided, or in relation to any Matter arising out of or consequent on or incidental to any of such Provisions, or as to the Compliance with

Differences to be settled by Arbitration.

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with or the carrying out of the Spirit and Intention of such Provisions by any of the said Companies, such Difference is hereby referred to and shall from Time to Time be settled by the Standing Arbitrator to be appointed as next herein-after provided, who shall have Power to order such Arrangements and Remedies as he may think right for securing the due Fulfilment of the Provisions aforesaid, and to award and fix the Amount of the Compensation or Damages to be paid by the one Party to the other in respect of any Breach of the said Provisions or any of them, and in respect of any Neglect or Refusal of the respective Company or Companies to perform and carry out any Award or Order made by such Arbitrator, or by any other Arbitrator, under any previous Arbitration as to any of the Matters aforesaid.

Minimum
Rate payable
to Company
upon Traffic
to or from
Edinburgh
and Glasgow
Railway to
be reduced
in certain
Events.

85. If the Company shall, with respect to any Traffic passing from or to any Place on the Main Line of the *Edinburgh and Glasgow* Railway between *Edinburgh* and *Glasgow*, or the Branch of that Railway between *Polmont* and *Larbert* Junction on the one hand, to or from any Place on or beyond the Main Lines of the *Scottish Central* Railway between *Greenhill* and *Larbert* Junction respectively and *Perth*, *Dundee*, and *Newtyle* respectively on the other hand, or any Traffic competitive therewith, quote by any Route whatever a Rate or Fare which (after Deduction of Government Duty and Terminals, and any Payments to other Companies as aforesaid) would, if divided by the Mileage over the *Larbert* Route, give a lower Rate or Fare *per* Mile than the minimum Rate or Fare herein-before specified with respect to such Traffic, such lower Rate or Fare *per* Mile shall, subject to Deduction of Twenty-five *per Centum* for Working Expenses where the *North British* Railway Company or the *Edinburgh and Glasgow* Railway Company are exercising the Running Powers herein-before conferred upon them, be the Rate or Fare payable to the Company upon Traffic of the same Description conveyed by or for the last-named Companies, or either of them, between the same Places, by virtue of the Running Powers or Facilities herein-before provided, in lieu of the Minimum herein-before mentioned, unless the Rate or Fare so quoted shall have been rendered necessary by such last-named Companies, or either of them, themselves quoting between the same Places and with respect to the same Description of Traffic a lower Rate or Fare than aforesaid, and in such last-mentioned Case the Rate or Fare payable to the Company with respect to such Traffic shall be the minimum Rate or Fare herein-before specified, subject to Deduction of Twenty-five *per Centum* for Working Expenses where the Running Powers are exercised as aforesaid.

86. The

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

86. The Company, the *Scottish East Coast Companies*, the *London and North-western Railway Company*, the *Midland Railway Company*, and the *Glasgow and South-western Railway Company* shall, in the Month of *November* in each Year, jointly appoint under their respective Common Seals a Standing Arbitrator for the Year commencing on the First Day of *January* then next, and shall in each such Appointment fix the Remuneration of such Arbitrator for the said Year, and the Proportions in which such Remuneration shall be paid by them respectively; and if the said several Companies shall not in the said Month of *November* concur in making such Appointment, Her Majesty's Attorney General shall, in the following Month of *December*, upon the Application of any One or more of such Companies, appoint by a Writing under his Hand a Standing Arbitrator for the Year commencing on the First Day of *January* then next, and fix the Remuneration of such Arbitrator for the said Year, and the Proportions in which such Remuneration shall be paid by such several Companies respectively: Provided that any such Standing Arbitrator, whether appointed by the said Companies or by Her Majesty's Attorney General, may be at any Time removed from his Office by the said Companies jointly by a Writing under their respective Common Seals, and that if any Standing Arbitrator shall during his Year of Office be so removed from Office, or die, or decline to act, or become incapable of acting, or resign, or go to reside abroad, and the said several Companies shall not within One Month thereafter concur in appointing another Standing Arbitrator in his Place in manner aforesaid, Her Majesty's Attorney General shall thereupon, upon the Application of any One or more of such Companies, appoint in his Place another Standing Arbitrator, who shall continue in Office so long only as the Person in whose Place he may be appointed would have remained in Office if he had not been removed from Office, died, declined to act, become incapable, resigned, or gone to reside abroad; and every Arbitration relating to any Question or Difference arising under the Provisions of this Act between any of such Companies shall be determined and conducted by the Standing Arbitrator acting for the Time being under the Provisions of this Section in the Manner and subject to the Provisions of the "*Railway Companies Arbitration Act, 1859*," as if the same had been referred to him in manner in that Act required by the Companies between whom such Difference shall arise.

Appoint-
ment of
Standing
Arbitrator.

87. And whereas the Railways of the *Great Northern, North-eastern, North British*, and *Edinburgh and Glasgow Railway Companies* to *Larbert Junction* form Parts of the continuous Line of Railway Communication between *England* and *Scotland* *viâ Berwick*, for the Purposes of this Act herein called the East Coast Route, and

East Coast
Traffic de-
fined to be
Traffic to
Places on or
beyond the
Railways of
the

[*Local.*]

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the North-eastern and Great Northern Companies.

the *Scottish Central* Railway forms the Continuation of that Line of Communication to the North of *Scotland* from that Junction, as well as of the continuous Line of Railway Communication between *England* and *Scotland* *viâ Carlisle*, for the Purposes of this Act herein called the West Coast Route, and it is expedient that nothing should be done which shall impede or obstruct the Flow or Transit of Traffic of every Description as freely and expeditiously over the Railways forming the East Coast Route as over those forming the West Coast Route to and from the North of *Scotland*, and that due Provision should be made in that Behalf: Be it therefore enacted as follows :

The Expression "East Coast Traffic," where used in this Act, shall mean Traffic of every Description passing or intended to pass to or from any Place on or beyond the Railways which previously to the Commencement of this Act formed the Undertaking of the *Scottish Central* Railway Company, and every or any Part thereof (in this Act subsequently called the *Scottish Central* Line), *viâ Edinburgh* and *Berwick*, from or to any Place on or beyond and *viâ* the Railways forming the Undertakings of the *North-eastern* Railway Company and of the *Great Northern* Railway Company respectively (in this Act called "the East Coast Companies"), and every or any Part of those respective Railways, and also all Traffic which from Time to Time shall be treated as East Coast Traffic by Agreement or Arbitration.

Through Booking in favour of East Coast Companies.

88. The Company shall give to the East Coast Companies, in respect to "East Coast Traffic" all such Facilities as are usual or useful for the convenient working or Development of Railway Traffic, including, among other things, Through Booking, Through Tickets and Invoices, and, so far as may reasonably be required, Through Carriages and Waggon, and conveniently timed and arranged Trains, whether ordinary or special, as the Case may require, for the Reception, forwarding, Transmission, Conveyance, and Delivery of such Traffic, and shall accommodate, manage, and forward such Traffic, and give such Facilities, including ordinary waiting for Trains, as effectually, regularly, and expeditiously as if it were their own proper Traffic, or Traffic which they were desirous of cultivating to the utmost, and shall not give any Preference, Priority, or Advantage over it to any other Traffic, subject only to the Payment to them of the Proportion of Receipts from such Traffic as herein-after provided.

East Coast Proportion of unconsigned

89. As regards all Traffic not consigned by any particular Route delivered to the Company for Transit on, along, or by the *Scottish Central* Line to any Place to which Access can or may be obtained

viâ

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viâ and also independently of the Railways of the East Coast Companies, or either of them, the Proportion thereof to be treated as East Coast Traffic shall from Time to Time, if not agreed upon between the Company and the East Coast Companies, and the *Edinburgh and Glasgow* and *North British* Railway Companies, or such of them as are interested therein, be fixed by Arbitration, and from and after the making of any Award in the Premises due Effect shall be given thereto until otherwise agreed upon as aforesaid or altered by a subsequent Award, and the Proportion of Traffic as and whilst so from Time to Time agreed upon or fixed shall be taken and considered as included in the Expression East Coast Traffic where in this Act used, and be treated accordingly: Provided always, that such Arbitrator shall in fixing the Proportion of unconsigned Traffic to be treated as East Coast Traffic have regard to what he shall consider ought fairly to be so treated, and not merely to the Power of the Company to divert such Traffic from the East Coast Route, and shall have Power to fix the Period, not exceeding Three Years, during which his Award shall remain in force.

Traffic to be fixed by Arbitration if not agreed upon.

90. The East Coast Companies, or either of them, shall, as respects the Passenger Traffic comprehended in "East Coast Traffic," be entitled to, and may, at their own Cost, employ their own Clerks for booking such Traffic at any present or future Passenger Station or Stations on the *Scottish Central* Line, and the Company shall provide the necessary Accommodation for such Clerks at such Station or Stations: Provided always, that such Clerks shall be subject to the Regulations of the Company from Time to Time in force at such Station or Stations, and the Payment for the Accommodation so provided by the Company shall be determined by Agreement, or, in case of Difference, by Arbitration in manner herein-after mentioned.

East Coast Companies may employ their own Clerks to book Passengers.

91. The East Coast Companies, or either of them, shall, in respect of Goods, Mineral, and Live Stock Traffic comprehended in "East Coast Traffic," be at liberty at their own Cost to employ at any of the present or future Goods or Mineral Stations on the *Scottish Central* Line such Clerks or Agents as they may think proper for the Purpose of invoicing, collecting, delivering, and carting "East Coast Traffic," and for such Purpose may enter and use any such Station or Stations, subject nevertheless to the Regulations of the Company from Time to Time in force thereat, and the Company shall for the Cartage so performed, when the Rate charged for such Traffic includes Cartage, allow to the East Coast Companies, or either of them, an Amount *per* Ton equal to the average actual Cost *per* Ton of Cartage performed by the Company or their Agents at such Station or Stations.

East Coast Companies may employ their own Agents for Goods Traffic.

92. The

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Act, 1865.

Fixing of
Rates and
Fares.

92. The East Coast Companies, or either of them, shall have Power to fix the Rates and Fares for all “East Coast Traffic;” and the Receipts arising from such Traffic shall, after Deduction of Government Duty, and the usual Terminals from Time to Time allowed by the Railway Clearing House, and such Terminals upon Coal and Lime and other Articles not regulated by the Clearing House as may be agreed upon, or, in case of Difference, fixed by Arbitration (which shall belong and be paid to the Companies respectively entitled thereto), and any Portion of Through Rate or Fare which may be due to other Railway Companies concurring in such Through Rates or Fares, be divided between the Company and the East Coast Companies, or either of them, by Mileage according to the actual Distance travelled over their respective Railways: Provided always, that the Company shall in no Case receive in such Division a less Sum *per* Mile of the Distance for which such Traffic shall be conveyed over their Railways than the following; *viz.*,

	Pence.	Decimal Parts of a Penny.
Passengers by Ordinary or Express Trains, First Class, each, <i>per</i> Mile	1	·25
Passengers by Ordinary or Express Trains, Second Class, each, <i>per</i> Mile	0	·91
Passengers by Ordinary or Express Trains, Third Class and Parliamentary, each <i>per</i> Mile	0	·60
Passengers by Excursion Trains, First Class, for single Journey, each, <i>per</i> Mile	0	·54
Passengers, by Excursion Trains, in covered Carriages, single Journey, each, <i>per</i> Mile	0	·27
Passengers with Tourists Tickets, First Class, single Journey, each, <i>per</i> Mile	1	·02
Passengers with Tourists Tickets, Second Class, single Journey, each, <i>per</i> Mile	0	·73
Passengers with Tourists Tickets, Third Class, single Journey, each, <i>per</i> Mile	0	·37
Parcels, each, <i>per</i> Mile	0	·05
Fish, <i>per</i> Ton <i>per</i> Mile	1	·60
Horses, if only One, <i>per</i> Mile	1	·93
Ditto, if Two, <i>per</i> Mile	2	·89
Ditto, if Three, <i>per</i> Mile	3	·85
Carriages, each, <i>per</i> Mile	2	·03
Dogs, each, <i>per</i> Mile	0	·19
Goods and Minerals, average Rate <i>per</i> Ton <i>per</i> Mile	0	·80
Live Stock, <i>per</i> Truck <i>per</i> Mile	3	·00

Provided always, that at the Expiration of Five Years from the Commencement of this Act, and at the Expiration of every subsequent Period of Five Years, it shall be lawful for either Party to refer to the Standing Arbitrator, appointed as next herein-after provided, whether any such Alteration has taken place in the Cost of working
or

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or in the Charges made to the Public at the Time as would justify any Alteration in the minimum Amount *per* Mile to be paid to the Company as aforesaid, and if the Arbitrator so think fit, it shall be lawful for him to make such Alteration therein as he shall think proper.

93. It shall not be necessary for or incumbent on the Company or the East Coast Companies to grant any of the Facilities or Advantages herein-before provided in respect of any Traffic sent by any unreasonably circuitous or inconvenient Route, and any Difference which may arise in respect to this Provision shall be settled by the Standing Arbitrator appointed as next herein-after provided.

Facilities not to be given for Traffic sent by a circuitous Route.

94. The East Coast Companies, or either of them, may run over and use, with their Engines, Trucks, and Carriages of every Description, the *Scottish Central* Line for the Purpose of conveying "East Coast Traffic," and the Stations, Watering Places, Works, and Conveniences upon and connected with the *Scottish Central* Line; and each such Company who shall exercise such Power (and who as exercising such Power are herein-after called "the running Company") and the Company (who as having such Power exercised over their Lines are herein-after called "the Company whose Lines are run over") shall respectively be entitled to the Conveniences and Privileges, and be subject to the Regulations and Obligations, herein-after mentioned; (that is to say,)

Running Powers.

1. The running Company shall have the Power (subject to the Provisions of the Acts applicable thereto) to fix the Through Rate or Fare at which such Traffic shall be conveyed by them for the whole Distance for which it shall be so conveyed upon their own Railways and the Railways of the Company whose Lines are run over; from the said Through Rate shall be deducted, in the first place, the Government Duties in respect of Passengers, and the usual Terminals payable in respect of such Traffic according to the Regulations of the Railway Clearing House in force for the Time being, and such Terminals upon Coal and Lime and other Articles not regulated by the Clearing House as may be agreed upon, or, in case of Difference fixed by Arbitration, which shall belong and be paid to the Companies respectively entitled thereto, and, in the second place, Twenty-five *per Centum* of the Amount remaining after deducting the said Duties and Terminals as aforesaid, which Per-centage shall be retained by the running Company on account of their Working Expenses in relation to such Traffic, and the Residue shall be apportioned among the Companies entitled thereto, by an equal Mileage Rate according to the said Regulations for the total Distance for which such Traffic shall be conveyed by the running Company upon

[*Local.*]

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their own Railways and the Railways of the Company whose Lines are run over: Provided always, that, after Deduction of the said Duties and Terminals as aforesaid, the Company whose Lines are run over shall in no Case receive a less Sum *per* Mile of the Distance for which such Traffic shall be conveyed over their Railways than the following; *viz.*,

	Pence.	Decimal Parts of a Penny.
Passengers by Ordinary or Express Trains, First Class, each, <i>per</i> Mile - - - -	1	·25
Passengers by Ordinary or Express Trains, Second Class, each, <i>per</i> Mile - - - -	0	·91
Passengers by Ordinary or Express Trains, Third Class and Parliamentary, each, <i>per</i> Mile -	0	·60
Passengers by Excursion Trains, First Class, for single Journey, each, <i>per</i> Mile - - - -	0	·54
Passengers by Excursion Trains, in covered Carriages, single Journey, each, <i>per</i> Mile - - -	0	·27
Passengers with Tourists Tickets, First Class, single Journey, each, <i>per</i> Mile - - - -	1	·02
Passengers with Tourists Tickets, Second Class, single Journey, each, <i>per</i> Mile - - - -	0	·73
Passengers with Tourists Tickets, Third Class, single Journey, each, <i>per</i> Mile - - - -	0	·37
Parcels, each, <i>per</i> Mile - - - -	0	·05
Fish, <i>per</i> Ton <i>per</i> Mile - - - -	1	·60
Horses, if only One, <i>per</i> Mile - - - -	1	·93
Ditto, if Two, <i>per</i> Mile - - - -	2	·89
Ditto, if Three, <i>pe</i> Mile - - - -	3	·85
Carriages, each, <i>per</i> Mile - - - -	2	·03
Dogs, each, <i>per</i> Mile - - - -	0	·19
Goods and Minerals, average Rate <i>per</i> Ton <i>per</i> Mile	0	·80
Live Stock, <i>per</i> Truck <i>per</i> Mile - - - -	3	·00

subject as aforesaid to Deduction of Twenty-five *per Centum* for Working Expenses: Provided also, that at the Expiration of Five Years from the Commencement of this Act, and at the Expiration of every subsequent Period of Five Years, it shall be lawful for either Party to refer to the Standing Arbitrator, appointed as next herein-after provided, whether any such Alteration has taken place in the Cost of working or in the Charges made to the Public at the Time as would justify any Alteration in the minimum Amount *per* Mile to be paid to the Company whose Lines are run over as aforesaid, and if the Arbitrator so think fit, it shall be lawful for him to make such Alteration therein as he shall think proper:

2. The Use, on and over the *Scottish Central* Line, of any Engines, Carriages, and Waggon from Time to Time employed upon the Railways of the East Coast Companies, with their Servants properly accompanying their Trains:

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3. The Use of sufficient Engine Stables, Coking Places, Water, Gas, and other Conveniences to be provided by the Company, in connexion with the *Scottish Central Line*, to the Extent and at Charges to be from Time to Time fixed by Agreement or Arbitration :
4. The joint or separate Use of the Offices, Warehouses, Stations, Sidings, and other Accommodation at the several Stations, Wharves, stopping, loading, and unloading Places, Sidings, and Junctions of the *Scottish Central Line*, the Extent of such Use, and the Nature of the Arrangements for working the Traffic at the respective Places, to be determined by Agreement or by Arbitration, and the Payment for the same to be the Terminals as respects Goods, Minerals, and Live Stock Traffic, and as respects Passenger Traffic to be such special Payment, if any, as may be determined by Agreement or by Arbitration ; and further, if at the Request of the East Coast Companies the Arbitrator shall order any Enlargement or Alteration of any of the said Stations or Places, such Enlargement or Alteration shall be made by the Company, and the annual Payment therefor, if any, shall be settled by Agreement or by Arbitration :
5. The East Coast Companies, or either of them, may appoint at the Stations on the *Scottish Central Line* such Porters, Clerks, Agents, and other Servants and Officers for the Reception, handling, booking, invoicing, forwarding, and managing their Traffic as they may think proper, receiving for the Expense of such Services such Sum as may be from Time to Time fixed by Agreement or Arbitration, and as respects Cartage, an Amount *per Ton* equal to the average actual Cost *per Ton* of Cartage performed by the Company or their Agents at such Station or Stations :
6. The Hours of Arrival and Departure of the Trains run by the East Coast Companies, or either of them, shall, in case of Difference, be fixed by Arbitration :
7. If the running Company or the Company whose Lines are run over shall complain of any Infringement of the Enactments in this Section contained, or if any Difference shall arise between the said Companies as to the proper Construction of any of the said Enactments, or as to anything which ought or ought not to be done thereunder, or in any way in consequence thereof, every such Complaint or Difference shall be settled by Arbitration as herein-after provided :
8. The running Company shall in the Use of the Railways run over be subject to the Byelaws and Regulations for the Time in force of the Company whose Lines are run over.

95. Nothing

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Local Traffic not to be interfered with.

95. Nothing in this Act contained shall authorize the running Company to carry or interfere with any Traffic arising and terminating on the *Scottish Central Line*.

The Company to forward East Coast Traffic as expeditiously as West Coast Traffic.

96. The Company shall carry and forward all East Coast Traffic over the *Scottish Central Line* to and from the *Edinburgh and Glasgow Railway* *viâ Larbert Junction* as regularly and expeditiously as they from Time to Time carry and forward Traffic of a similar Description by the West Coast Route, and shall, as regards that going South, so deliver the same at *Larbert Junction* in order that it may thence be forwarded to or carried by the East Coast Companies, or either of them, as the Case may require, and as regards that going North, when and as such Traffic shall be delivered at that Junction.

Company to exhibit Notices as to East Coast Traffic at their Stations as efficiently as they do those for other Traffic.

97. The Company shall at each and every Station on the *Scottish Central Line*, where required by the East Coast Companies, or either of them, or by the Standing Arbitrator to be appointed as by this Act provided, in case of Difference on this Subject, exhibit and keep properly exhibited all necessary and usual Notice Boards, Time Tables, Placards, and Station Advertisements respecting East Coast Traffic, and shall respect and recognize the same as efficiently in all respects as if the same were their own, and as they shall from Time to Time do as regards similar Matters and Things used at their respective Stations with reference to or for West Coast Traffic.

The Company to carry forward a Train in continuation of each Train run for East Coast Traffic, and Provisions in reference thereto.

98. The Company shall for the Accommodation of East Coast Traffic run and carry forward from *Larbert Junction* to *Perth* and from *Perth* to *Larbert Junction* a Train in conjunction with every Train which shall be run or appointed to be run for the Accommodation of that Traffic from *London* or *York* to *Larbert Junction*, and *vice versâ, viâ Edinburgh*, and the following Provisions shall apply to every Train hereby required to be run by the Company :

1. It shall be supplied with proper and sufficiently powerful Engines to convey the Train through, at the Speed hereinafter prescribed, between *Larbert Junction* and *Perth*, and *vice versâ*, without Stoppage (except for Water where necessary), and a properly and efficiently appointed Staff of Engine Drivers, Guards, and other Servants, and may, if so required by the East Coast Companies, or either of them, be accompanied by a Guard appointed and paid by them or either of them :
2. It shall (if a Passenger Train) carry forward all Passengers whom the East Coast Companies may desire to have carried through by such Train, and without Change of Carriage, to or from any Place on or beyond the *Scottish Central Line*, but
this

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this Provision shall not apply to any Place on the *Scottish Central Line* to and from which Through Carriages are not for the Time being run in connexion with West Coast Trains :

3. All Carriages brought or run from the South to *Larbert Junction* as Through Carriages by the East Coast Route shall be carried forward to *Perth* by the Train to be run in connexion with the Train from the South, and shall, except as mentioned in the last preceding Paragraph, be allowed by the Company to proceed forward to the Destination thereof respectively, if so required, as Part of the Train (if any) appointed to be run through, to, or towards such Destination :
4. All Carriages brought or run from the North to *Perth* as Through Carriages for the East Coast Route shall be carried forward from *Perth* to *Larbert Junction*, and there delivered over by the Company and allowed to proceed to the Destinations thereof respectively, if so required, as Part of the Train appointed to be run through by the East Coast Route in connexion therewith :
5. The Train, if a Passenger Train, shall be run at a Speed not less *per Hour* than Thirty-five Miles, exclusive of Stoppages at Stations required by the East Coast Companies, or at such higher average Speed, allowing for Stoppages, as the Company shall from Time to Time run any other Train of similar Weight in connexion with the West Coast Route Service of Trains, other than a Special Royal Train or Train of that Description : Provided that any such Passenger Trains which shall be run over the Lines of the East Coast Companies, or either of them, at a less average Speed than Thirty-five Miles *per Hour*, exclusive of Stoppages as aforesaid, shall not be run at a Speed exceeding such less average Speed over the Line of the Company or any Part thereof :
6. The Time to be allowed for Stoppages at *Larbert* and *Perth* and between *Perth* and *Larbert* shall be such as the East Coast Companies, or that One of them which shall be interested in the particular Train, if only One of them be so interested, shall from Time to Time fix, or as, in case of Difference with the Company, shall be settled by the Standing Arbitrator :
7. Every Train for the Conveyance of Goods, Cattle, or Fish shall be run at as high an average Rate of Speed, including Stoppages (according to whether it be an Ordinary or a Special Train for that Service), as any Train for a similar Service by the West Coast Route shall be run by the Company over any Part of their Railway :

[*Local.*]

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8. The East Coast Companies, or that One of them which shall be interested in the particular Train, if only One of them be so interested, shall have the Power to fix Stations between *Larbert* and *Perth* at which they require Trains to stop :
9. Provided always, that, except when so decided by the Award of the Standing Arbitrator, the East Coast Companies shall not have Power to require the Company and the Company shall not be bound to run more than Four Trains each Way daily between *Larbert Junction* and *Perth* for the Conveyance of East Coast (Passenger) Traffic ; and where the Carriages or Waggons of any other Company are used on the *Scottish Central Line*, the usual Railway Clearing House Allowance for such Carriages or Waggons shall be made by the Company for the same.

Certain of the Facilities secured by the Act to extend to Extensions of the Scottish Central Line.

99. The several Facilities, Powers, Privileges, and Provisions by this Act granted, secured, and provided as regards East Coast Traffic shall extend and apply to any Railway in extension of or connected with the *Scottish Central Line* which shall belong or be leased to the Company, either solely or jointly with any other Company, in all respects as if such Railway had been Part of the *Scottish Central Line*, but the Powers of running by this Act granted shall not extend to any such Railway.

The East Coast Companies to have equal Facilities to those afforded to any other Company.

100. If the Company grant or allow to any other Company in respect of East Coast Traffic, or Traffic competitive therewith, greater Facilities and Advantages than those by this Act granted to the East Coast Companies, they shall grant and allow the same or equal Facilities and Advantages to the East Coast Companies, or either of them, as the Case may be, in respect of East Coast Traffic.

Accounts to be kept by Companies.

101. Proper Accounts shall be kept by the Company and by every Company who under the Provisions of this Act shall have the Power of fixing Rates upon or over the *Scottish Central Line*, and the Company shall have Access to such Accounts whenever they think fit, and each of the other Companies shall, when they respectively think fit, have Access to the Accounts kept by the Company ; and in the event of any Difference arising between any Company fixing such Rates and the Company as to the Manner in which such Accounts shall be kept, or otherwise in reference to such Accounts, such Difference shall be settled by the Standing Arbitrator appointed in manner herein-after provided.

Standing Arbitrator between the

102. The Company and the East Coast Companies shall, in the Month of *December* in each Year, appoint under their respective
Common

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Common Seals a Standing Arbitrator for the Year commencing the First Day of *January* then next, and shall in each such Appointment fix the Remuneration to be paid to such Arbitrator; and whenever Default shall be made in any such Appointment, a Standing Arbitrator shall at any Time thereafter, and so from Time to Time as Occasion shall require, on the Application of the Company or of either of the East Coast Companies, be selected by the Board of Trade from the Persons submitted to them for that Purpose by such Companies or Company, and such Board shall fix the Remuneration to be paid to the Arbitrator nominated by them; and one Moiety of the Remuneration of the Standing Arbitrator shall be paid by the Company, and the other Moiety thereof by the East Coast Companies equally: Provided that any Standing Arbitrator may, with the Concurrence of the Company and the East Coast Companies, be removed from his Office; and if any Standing Arbitrator shall during his Year of Office decline to act, or become incapable of acting, or die, or resign, or go to reside abroad, or be removed from Office, the Company and the East Coast Companies shall, within One Month after Notice of such declining, Incapacity, Death, Resignation, going to reside abroad, or Removal, appoint and fix the Remuneration of another Standing Arbitrator in his Place, and in default thereof another Standing Arbitrator shall at any Time thereafter be appointed and his Remuneration fixed in manner aforesaid by the said Board of Trade; and every Standing Arbitrator appointed to supply such Vacancy as aforesaid shall continue in Office so long only as the Person in whose Place he may be appointed would have been entitled to remain in Office if he had not declined to act, become incapable, died, resigned, gone to reside abroad, or been removed from Office.

Company and the East Coast Companies to be appointed.

103. The several Railway Stations at *Perth* to or of which the Company shall from Time to Time have the Right of Access and Use shall, as regards the Provisions in this Act contained with respect to East Coast Traffic, be taken and considered as Stations forming Part of the *Scottish Central Line*, but nevertheless without Prejudice and subject to all the Rights, Powers, and Authorities of the *Scottish North-eastern Railway Company* and the *Inverness and Perth Junction Railway Company* in those Stations, or any of them; and in case any Rent or other Payment shall, as regards such Stations or any of them, have to be made in respect of the Facilities and Rights of User by this Act granted in favour of East Coast Traffic or the East Coast Companies, the same shall be paid or made good by the Company, or by the Company and the *North British Railway Company*, if the latter be also liable thereto, and the Company shall make

Stations at Perth to be considered in reference to East Coast Traffic as the Company's, but without Prejudice to Rights of other Companies.

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make and do, or concur in making or doing, all such Acts and Arrangements in or at the said Stations at *Perth* as shall from Time to Time be required or directed by the Standing Arbitrator.

Powers of
Standing
Arbitrator.

104. The Person from Time to Time appointed to be Standing Arbitrator between the Company and the East Coast Companies shall have summary Jurisdiction in all Matters by this Act referred to him, and his Decision shall be given from Time to Time, as Occasion shall require, by any Writing or Letter under his Hand, and such Writing or Letter, or a Copy or Duplicate thereof, shall thereupon be sent or delivered by such Arbitrator to the Secretary of each Company in difference, and to the Station Master or other superior Officer or Person, if any, in charge at the Station or Place respecting which or where any Dispute shall have arisen, or as to which the Decision of such Arbitrator shall be required, and every such Decision shall be final and binding on and between the Company and the East Coast Companies, or that One of them which shall be in dispute with the Company as to any of those Matters, and shall be thenceforth acted upon and given Effect to by all Parties; and the following Matters are hereby referred to his Decision; *viz.*,

Every Difference as to the Use of any Station on or in connexion with the *Scottish Central* Line, or of the Offices or other Conveniences or Accommodation connected therewith, or any of them;

Or as to the Accommodation to be afforded by the Company at any such Station, or on or in connexion with the *Scottish Central* Line;

Or as to the Platforms to be used for, or the Time and Place of starting or the Arrival of any Train for East Coast Traffic;

Or as to the Location of Clerks, Porters, and other Servants appointed or required for that Traffic and those Trains;

Or as to the Exhibition and Position of Notice Boards, Time Tables, Placards, or Station Advertisements respecting East Coast Traffic, or the Trains conveying the same, or as to any other Matter connected with the Management of or Arrangements respecting East Coast Traffic, or the Trains conveying the same, at or through any Station or Place on or connected with or over the *Scottish Central* Line;

Or as to any other Matter by this Act specially referred to him:
And every such Standing Arbitrator shall have full Power to award to either Party such Compensation or Damages as he may think proper for any Breach by any other Party of any of the Provisions of this Act as regards any of the Matters referred to the Standing Arbitrator, or for any Neglect or Refusal by the respective Companies
to

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to perform and carry out any Award or Order made by such Standing Arbitrator, or by any previous Standing Arbitrator, and also to award and fix Penalties as and for liquidated Damages, not exceeding Twenty Pounds for every Refusal or Neglect by any of the said Companies to perform and carry out any Award or Order made by such Standing Arbitrator, or by any previous Standing Arbitrator, as to any of the Matters aforesaid, and not exceeding Ten Pounds for every Day during which such Refusal or Neglect shall continue.

105. If any Difference shall arise between the East Coast Companies, or either of them, and the Company as to the Construction, Meaning, or Intent of any of the Provisions in this Act contained in respect of the Running Powers and Facilities by this Act granted and provided in respect of East Coast Traffic, or for or in favour of the East Coast Companies, or in relation to any Matter arising out of or consequent on or incidental to any of those Provisions, or as to the Compliance with or the carrying out of the Spirit and Intention of those Provisions by any of the said Companies, or as to the Amount of Damages or Compensation to be paid for or by reason of the Breach of any of those Provisions, or of the Noncompliance with any Award or Order made under those Provisions, such Difference, unless included in the Differences by this Act referred to the Standing Arbitrator, is hereby referred to and shall from Time to Time be settled by Arbitration in accordance with the Provisions of the "Railway Companies Arbitration Act, 1859," and the Arbitrator, Arbitrators, or Umpire acting in any such Arbitration shall have Power to order such Arrangements and Remedies as they or he may think right for securing the due Fulfilment of the Provisions aforesaid, and to award and fix the Amount of the Compensation or Damages to be paid by the one Party to the other in respect of any Breach of the said Provisions, or any of them, and in respect of any Neglect or Refusal of the respective Company or Companies to perform and carry out any Award or Order made by such Arbitrator, Arbitrators, or Umpire, or by any other Arbitrator, Arbitrators, or Umpire, under any previous Arbitration as to any of the Matters aforesaid, or to order that the Company or Companies guilty of such Neglect or Refusal shall forfeit and pay to the other Company or Companies, as and for liquidated Damages, any Sum not exceeding Fifty Pounds for any such Refusal or Neglect, and Twenty Pounds for every Day during which such Refusal or Neglect shall continue: Provided always, that in the Case of every Difference between the East Coast Companies and the Company hereby referred to Arbitration, unless the said Three Companies shall agree to refer such Difference to a single Arbitrator, the same shall be referred to Two Arbitrators, one to be appointed by the East Coast Companies jointly, and the other by the Company.

Differences not specially referred to Standing Arbitrator to be settled by Arbitration under Railway Companies Arbitration Act, 1859.

[*Local.*]

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106. Every

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Penalties
may be levied
by Distress.

106. Every Penalty awarded by any Standing Arbitrator, or by any other Arbitrators, Arbitrator, or Umpire acting under this Act, may be levied by Distress, and in *England* any Justice, and in *Scotland* the Sheriff, may, on Application by or on behalf of the Company or Companies entitled to such Penalty, issue his Warrant accordingly, and for these Purposes the Provisions respecting the Recovery of Penalties contained in "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation (*Scotland*) Act, 1845," respectively, as the Case may require, are incorporated with this Act.

Saving
Agreement
of 14th May
1862 be-
tween North-
eastern and
North Bri-
tish Railway
Companies.

107. Except as by this Act otherwise expressly provided, this Act shall not alter, prejudice, or affect the Agreement of the Fourteenth Day of *May* One thousand eight hundred and sixty-two between the *North-eastern* Railway Company and the *North British* Railway Company, confirmed by the "*North-eastern and Carlisle* Railways Amalgamation Act, 1862."

Act not to
affect
English and
Scotch
Traffic
Agreement,
&c.

108. Nothing in this Act contained shall prejudice or affect the Agreement known as the *English and Scotch* Traffic Agreement, or the Suit now pending in the High Court of Chancery respecting that Agreement.

Reserving
Agreement
between
North Bri-
tish Railway
Company
and Scottish
Central Rail-
way Com-
pany.

109. Nothing in this Act contained shall alter, prejudice, or affect the Agreement, dated the Twenty-eighth Day of *April* Eighteen hundred and sixty-four, entered into between the *North British* Railway Company and the *Scottish Central* Railway Company, which was sanctioned by "The *North British* Railway (*Perth* Station) Act, 1864," and set forth in the Schedule to that Act.

Interest not
to be paid on
Calls paid up.

110. It shall not be lawful for the Company, out of any Money by this Act, or any of the Acts herein-before referred to, authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay to any Shareholder Interest or Dividend on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act or any of the said Acts authorized: Provided always, that nothing herein contained shall prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation (*Scotland*) Act, 1845," in that Behalf contained.

Deposits for
future Bills
not to be
paid out of

111. It shall not be lawful for the Company, out of any Money by this Act, or any of the Acts herein-before referred to, authorized to be raised, to pay or deposit any Sum of Money which, by any Standing Order

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Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway, or execute any other Work or Undertaking.

Company's
Capital.

112. Nothing herein contained shall be deemed or construed to exempt the Railways by the recited Acts authorized to be made from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges and of the Rates for small Parcels authorized by this Act.

Railways not
exempt from
Provisions
of present
and future
General
Acts.

113. All the Costs, Charges, and Expenses of applying for and obtaining this Act, and in any way preparatory or incidental thereto, shall be paid by the Company.

Expenses of
Act.

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SCHEDULES referred to in the foregoing Act.

FIRST SCHEDULE.

PART I.

ACTS RELATING TO THE CALEDONIAN RAILWAY.

The Caledonian Railway Act, 1845	- - - - -	8 & 9 Vict. c. 162.
The Caledonian Railway (Glasgow, Garnkirk, and Coatbridge Branch) Act, 1846	- - - - -	9 & 10 Vict. c. 229.
The Caledonian Railway, Carlisle Deviation Act, 1846	- - - - -	9 & 10 Vict. c. 249.
The Caledonian Railway, Glasgow Termini and Branches Act, 1846	- - - - -	9 & 10 Vict. c. 314.
The Caledonian Railway (Glasgow, Garnkirk, and Coatbridge Railway Purchase) Act, 1846, and the Acts therein set out and preserved	- - - - -	9 & 10 Vict. c. 329.
The Caledonian, Polloc and Govan, and Clydesdale Junction Railways Amalgamation Act, 1846, and the Acts therein set out and preserved	- - - - -	9 & 10 Vict. c. 379.
The Caledonian Railway (Clydesdale Junction Railway Deviations) Act, 1846	- - - - -	9 & 10 Vict. c. 395.
The Caledonian Railway (Motherwell Branch Extension) Act, 1847	- - - - -	10 Vict. c. 22.
The Caledonian Railway (Branches to Wilsontown, Fauldhouse, Biggar, and Broughton) Act, 1847	- - - - -	10 Vict. c. 23.
The Caledonian Railway (Lesmahagow Branches) Act, 1847	- - - - -	10 Vict. c. 24.
The Caledonian Railway, Garnkirk (Station) Act, 1847	- - - - -	10 & 11 Vict. c. 82.
The Caledonian, and Glasgow, Paisley, and Greenock Railways Amalgamation Act, 1847, and the Acts therein set out and preserved	- - - - -	10 & 11 Vict. c. 169.
The Caledonian Railway (Dumfries-shire and Cumberland Branches) Act, 1847	- - - - -	10 & 11 Vict. c. 172.
The Caledonian Railway (Edinburgh Station and Branches) Act, 1847	- - - - -	10 & 11 Vict. c. 237.
The Caledonian Railway (Garnkirk and Clydesdale Improvements) Act, 1848	- - - - -	11 & 12 Vict. c. 73.
The Caledonian Railway (Glasgow Station) Act, 1848	- - - - -	11 & 12 Vict. c. 121.
The Caledonian Railway (Wishaw and Coltness Railway Purchase) Act, 1849, and the Acts therein set out and preserved	- - - - -	12 & 13 Vict. c. 67.
The Caledonian Railway (Glasgow, Barrhead, and Neilston Direct Railway Lease) Act, 1849, and the Acts therein set out and preserved	- - - - -	12 & 13 Vict. c. 90.
The Caledonian Railway (Lesmahagow Branches) Act, 1851	- - - - -	14 & 15 Vict. c. 99.
The Caledonian Railway Arrangements Act, 1851	- - - - -	14 & 15 Vict. c. 134.
The Caledonian Railway (Crofthead Extension and Amendment) Act, 1853	- - - - -	16 & 17 Vict. c. 149.
The Caledonian Railway (Branches and Amendment) Act, 1854	- - - - -	17 & 18 Vict. c. 155.
The Caledonian Railway (Lesmahagow Branches) Act, 1854	- - - - -	17 & 18 Vict. c. 156.

*The Caledonian and Scottish Central Railways Amalgamation Act, 1865.*PART I.—*continued.*

The Caledonian Railway (General Terminus Purchase) Act, 1854, and the Acts therein set out and preserved	- - -	17 & 18 Vict. c. 184.
The Caledonian Railway (Plant and Station Accommodation) Act, 1855	- - - - -	18 & 19 Vict. c. 96.
The Caledonian Railway (Granton Branches) Act, 1857	- -	20 & 21 Vict. c. 123.
The Hamilton and Strathaven Railway Act, 1857	- -	20 & 21 Vict. c. 128.
The Portpatrick Railway Act, 1857	- -	20 & 21 Vict. c. 149.
The Caledonian Railway (Dalmarnock Branch) Act, 1858	- -	21 Vict. c. 13.
The Symington, Biggar, and Broughton Railway Act, 1858	-	21 Vict. c. 15.
The Caledonian Railway (Branch to Port Carlisle Railway) Act, 1858	- - - - -	21 & 22 Vict. c. 66.
The Caledonian Railway (Wilsontown Branches) Act, 1859	-	22 & 23 Vict. c. 3.
The Dumfries, Lochmaben, and Lockerby Junction Railway Act, 1860	- - - - -	23 Vict. c. 83.
The Caledonian Railway (Lesmahagow Branches) Act, 1860	-	23 Vict. c. 97.
The Symington, Biggar, and Broughton Railway (Extension) Act, 1860	- - - - -	23 & 24 Vict. c. 120.
The Caledonian Railway (Branches) Act, 1860	- -	23 & 24 Vict. c. 144.
The Dumfries, Lochmaben, and Lockerby Junction Railway Devia- tion Act, 1861	- - - - -	24 & 25 Vict. c. 163.
The Carlisle Citadel Station Act, 1861	- -	24 & 25 Vict. c. 166.
The Caledonian, and Symington, Biggar, and Broughton Railways Amalgamation Act, 1861	- - - - -	24 & 25 Vict. c. 201.
The Caledonian Railway (Rutherglen and Coatbridge Branches) Act, 1861	- - - - -	24 & 25 Vict. c. 202.
The Caledonian Railway (Stonehouse Branch) Act, 1861	- -	24 & 25 Vict. c. 228.
The Caledonian Railway (Cleland Extension and Branches) Act, 1861	- - - - -	24 & 25 Vict. c. 229.
The Caledonian Railway (Cleland Extension and Branches Devia- tion, &c.) Act, 1862	- - - - -	25 & 26 Vict. c. 136.
The Caledonian Railway (Leith Branches) Act, 1862	- -	25 & 26 Vict. c. 137.
The Greenock and Wemyss Bay Railway Act, 1862	- -	25 & 26 Vict. c. 160.
The Caledonian Railway (Bredisholm Deviation) Act, 1863	-	26 Vict. c. 10.
The Caledonian Railway (Carstairs and Dolphinton Branch) Act, 1863	- - - - -	26 Vict. c. 24.
The Caledonian Railway (Improvements) Act, 1863	- -	26 Vict. c. 25.
The Busby Railway Act, 1863	- -	26 Vict. c. 26.
The Caledonian Railway (Granton Branches) Act, 1863	- -	26 Vict. c. 38.
The Greenock and Wemyss Bay Railway Extension Act, 1863	-	26 Vict. c. 47.
The Glasgow and South-western Railway (Additional Powers) Act, 1863	- - - - -	26 & 27 Vict. c. 157.
The Caledonian Railway (Bredisholm and Tannoehside Branch) Act, 1864	- - - - -	27 & 28 Vict. c. 60.
The Glasgow and Paisley Joint Railway Act, 1864	- -	27 & 28 Vict. c. 132.
The Solway Junction Railway Act, 1864	- -	27 & 28 Vict. c. 158.
The Caledonian, and Hamilton and Strathaven Railways Amalga- mation Act, 1864	- - - - -	27 & 28 Vict. c. 250.
The Caledonian Railway (Glasgow Harbour) Act, 1864	- -	27 & 28 Vict. c. 271.
The Edinburgh and Glasgow Railway (Extensions) Act, 1864	- -	27 & 28 Vict. c. 279.
City of Glasgow Union Railway Act, 1864	- -	27 & 28 Vict. c. 286.
The Portpatrick Railway Act (No. 1.), 1864	- -	27 & 28 Vict. c. 317.

[*Local.*]48 *L*

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

PART II.

ACTS RELATING TO THE SCOTTISH CENTRAL RAILWAY.

The Scottish Central Railway Consolidation Act, 1859, and the		
Provisions of the Acts therein set out and preserved	- -	22 & 23 Vict. c. 83.
The Scottish Central Railway (Plean Branches) Act, 1863	-	26 & 27 Vict. c. 149.
The Scottish Central Railway (Dundee, Perth, and Aberdeen Rail-		
way Purchase) Act, 1863	- - - -	26 & 27 Vict. c. 223.
The North British Railway (Perth Station) Act, 1864	-	27 & 28 Vict. c. 100.
The Scottish North-eastern Railway (Newtyle and Meigle Junc-		
tion) Act, 1864	- - - -	27 & 28 Vict. c. 115.
The Crieff and Methven Junction Railway Act, 1864	-	27 & 28 Vict. c. 189.
The Scottish Central Railway (Dundee and Newtyle Improvement)		
Act, 1864	- - - -	27 & 28 Vict. c. 214.
The Scottish Central Railway (Stations, &c.) Act, 1864	-	27 & 28 Vict. c. 292.

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

SECOND SCHEDULE.

CALEDONIAN RAILWAY.

PART I.

SHARE CAPITAL UNDER EXISTING ACTS.

Act.	Capital authorized to be raised.	Capital extinguished, or authorized for special Purposes and not required therefor.	Capital raised at 31st July 1864.	Capital not raised at 31st July 1864, which may still be raised.
	£	£	£	
8 & 9 Vict. c. 162. -	2,100,000	6,850	2,093,150	
9 & 10 Vict. c. 379. -	675,000	675,000		
9 & 10 Vict. c. 249. -	75,000	} 106,820	568,180	
9 & 10 Vict. c. 314. -	400,000			
10 & 11 Vict. c. 237. -	200,000			
9 & 10 Vict. c. 229. -	50,000	- - -	50,000	
9 & 10 Vict. c. 395. -	16,000	- - -	16,000	
9 & 10 Vict. c. 329. -	450,000	- - -	450,000	
10 & 11 Vict. c. 82. -	150,000	- - -	150,000	
9 & 10 Vict. cc. 143. and 188. and 10 & 11 Vict. c. 168. trans- ferred to Caledonian Railway Company by 10 & 11 Vict. c. 169. -	65,000	65,000		
10 Vict. c. 23. -	250,000	250,000		
10 & 11 Vict. c. 172. -	300,000	300,000		
11 & 12 Vict. c. 121. -	250,000	250,000		
11 & 12 Vict. c. 73. -	45,000	45,000		
14 & 15 Vict. c. 134. -	667,054	28,720	638,334	
16 & 17 Vict. c. 149. -	40,000	- - -	40,000	
17 & 18 Vict. c. 155. -	80,000	} - - -	135,000	
17 & 18 Vict. c. 184. -	55,000			
18 & 19 Vict. c. 96. -	375,000	- - -	375,000	
20 & 21 Vict. c. 123. -	60,000	30,000	30,000	
21 Vict. c. 13. -	37,000	} - - -	77,000	
21 Vict. c. 15. -	7,500			
21 & 22 Vict. c. 66. -	10,000			
22 & 23 Vict. c. 3. -	22,500			
Carried forward -	6,380,054	1,757,390	4,622,664	

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

PART I.—continued.

Act.	Capital authorized to be raised.	Capital extinguished, or authorized for special Purposes and not required therefor.	Capital raised at 31st July 1864.	Capital not raised at 31st July 1864. which may still be raised.
	£	£	£	£
Brought forward -	6,380,054	1,757,390	4,622,664	
23 Vict. c. 97. -	44,300	}	189,300	
23 & 24 Vict. c. 120. -	45,000			
23 & 24 Vict. c. 144. -	100,000			
24 & 25 Vict. c. 166. -	25,000	}	484,550	
24 & 25 Vict. c. 201. -	39,550			
24 & 25 Vict. c. 202. -	180,000			
24 & 25 Vict. c. 228. -	80,000	}	198,950	
24 & 25 Vict. c. 229. -	160,000			
24 & 25 Vict. c. 201. -	18,950			
25 & 26 Vict. c. 137. -	150,000	}	260,000	65,000
25 & 26 Vict. c. 160. -	30,000			
26 Vict. c. 24. -	105,000			
26 Vict. c. 25. -	120,000	}		
26 Vict. c. 26. -	15,000			
26 Vict. c. 38. -	80,000			
26 Vict. c. 47. -	5,000			25,000
27 & 28 Vict. c. 60. -	25,000			
27 & 28 Vict. c. 132. -	35,000			
27 & 28 Vict. c. 250. -	70,000			70,000
27 & 28 Vict. c. 271. -	150,000			
	£ 7,857,854	£ 1,757,390	£ 5,755,464	£ 345,000

Amount of Share Capital authorized as above - £ 7,857,854
Deduct Amount extinguished, or not now required - 1,757,390

Amount of Share Capital as declared by Act - £ 6,100,464

PART II.

SHARE CAPITAL AS DECLARED BY THIS ACT.

	Raised and paid at 31st July 1864.	Not raised or not paid at 31st July 1864.
	£	£
Ordinary Consolidated Stock -	3,679,434	65,000
Preference Consolidated Stock, 4 per Cent. per Annum -	40,000	
Preference Consolidated Stock, 4½ per Cent. per Annum -	1,011,480	226,910
Preference Shares, 4½ per Cent. per Annum -	484,550	
Preference Consolidated Stock, 5 per Cent. per Annum -	510,000	
Granton Guaranteed Shares, 5 per Cent. per Annum -	30,000	
Hamilton and Strathaven Stock -	-	53,090
	£ 5,755,464	£ 345,000

PART

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

PART III.

LOAN CAPITAL UNDER EXISTING ACTS.

Act.	Authorized to be raised on Loan, and to be converted into Deben- ture Stock.	Authorized with referenc to special Purposes, and not required therefor.	Due on Loans at 31st July 1864.	Converted into Debenture Stock at 31st July 1864.	Not borrowed at 31st July 1864.
	£	£	£ s. d.	£	£ s. d.
8 & 9 Vict. c. 162. -	700,000	}	973,678 9 1	17,810	5,311 10 11
9 & 10 Vict. c. 249. -	25,000				
9 & 10 Vict. c. 314. -	133,300				
10 & 11 Vict. c. 237. -	66,600				
9 & 10 Vict. c. 229. -	16,600				
9 & 10 Vict. c. 395. -	5,300				
10 & 11 Vict. c. 82. -	50,000	}	145,720 0 0	-	4,280 0 0
9 & 10 Vict. c. 329. -	150,000				
9 & 10 Vict. c. 379. -	150,000				
10 & 11 Vict. c. 169. -	216,666				
10 Vict. c. 23. -	83,300	83,300	-	-	4,529 0 0
10 & 11 Vict. c. 172. -	100,000	100,000			
11 & 12 Vict. c. 121. -	83,330	83,330			
11 & 12 Vict. c. 73. -	15,000	15,000	79,960 0 0	-	40 0 0
12 & 13 Vict. c. 67. -	80,000	-			
12 & 13 Vict. c. 90. -	25,000	-			
14 & 15 Vict. c. 134. -	600,000	-	597,198 2 11	-	2,801 17 1
16 & 17 Vict. c. 149. -	10,000	}	40,615 0 0	4,700	1,285 0 0
17 & 18 Vict. c. 155. -	26,600				
17 & 18 Vict. c. 184. -	10,000				
18 & 19 Vict. c. 96. -	124,900	-	99,552 2 7	23,900	1,447 17 5
20 & 21 Vict. c. 123. -	20,000	-	18,644 4 0	-	1,355 16 0
21 Vict. c. 13. -	12,300	}	23,020 0 0	-	80 0 0
21 & 22 Vict. c. 66. -	3,300				
22 & 23 Vict. c. 3. -	7,500				
17 & 18 Vict. c. 156. and 23 Vict. c. 97. -	50,000	}	82,480 6 6	-	819 13 6
23 & 24 Vict. c. 144. -	33,300				
24 & 25 Vict. c. 166. -	8,300				
24 & 25 Vict. c. 201. -	36,900	}	89,463 9 2	95,336	300 10 10
24 & 25 Vict. c. 202. -	60,000				
24 & 25 Vict. c. 228. -	26,600				
24 & 25 Vict. c. 229. -	53,300				
25 & 26 Vict. c. 137. -	49,950	-	-	-	49,950 0 0
26 Vict. c. 24. -	35,000	-	-	-	35,000 0 0
26 Vict. c. 25. -	40,000	-	-	-	40,000 0 0
26 Vict. c. 38. -	16,650	-	-	-	16,650 0 0
27 & 28 Vict. c. 60. -	8,300	-	-	-	8,300 0 0
27 & 28 Vict. c. 132. -	11,600	-	-	-	11,600 0 0
27 & 28 Vict. c. 250. -	23,300	-	-	-	23,300 0 0
27 & 28 Vict. c. 271. -	50,000	-	-	-	50,000 0 0
	£3,217,896	£281,630	£2,534,817 12 10	£141,746	£259,702 7 2

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

PART IV.

LOAN CAPITAL AS DECLARED BY THIS ACT.

				£
Amount of Loan Capital originally authorized, as detailed in Part III.	-	-	-	3,217,896
Deduct Amount of Ditto not now required, as per Ditto	-	-	-	281,630
		Remains	-	- £ 2,936,266

Viz. :—

				£	s.	d.
Amount due on Loans at 31st July 1864	-	-	-	2,534,817	12	10
Amount converted into Debenture Stock at said Date	-	-	-	141,746	0	0
Amount remaining to be borrowed at said Date	-	-	-	259,702	7	2
Amount of Loan Capital as declared by this Act	-	-	-	-	-	- £ 2,936,266

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

THIRD SCHEDULE.

SCOTTISH CENTRAL RAILWAY.

PART I.

SHARE CAPITAL UNDER EXISTING ACTS.

Acts.	Capital authorized to be raised.	Capital raised and paid at 31st July 1864.	Capital not raised or not paid at 31st July 1864.
	£	£	£
22 & 23 Vict. c. 83. - -	1,388,400	1,388,400	
26 & 27 Vict. c. 149. - -	50,000	50,000	
26 & 27 Vict. c. 223. - -	795,000	771,768	23,232
27 & 28 Vict. c. 214. - -	30,000	- - -	30,000
27 & 28 Vict. c. 292. - -	90,000	- - -	90,000
	£ 2,353,400	£ 2,210,168	£ 143,232

PART II.

SHARE CAPITAL AS DECLARED BY THIS ACT.

	Raised and paid at 31st July 1864.	Not raised or not paid at 31st July 1864.
	£	£
Ordinary Consolidated (Scottish Central) Stock - -	1,045,000	
Ordinary Consolidated (Dundee and Perth) Stock - -	299,700	
Consolidated Preference Stock No. 1., 4½ per Cent. per Annum	343,400	
Preference Shares, 1st Class (Dundee and Perth), 5 per Cent. per Annum - - - -	120,000	
Preference Quarter Shares (Dundee and Perth), 5 per Cent. per Annum - - - -	150,000	
Preference Shares, 1862 (Dundee and Perth), 5 per Cent. per Annum - - - -	60,000	
New Preference Shares (Dundee and Newtyle), 5 per Cent. per Annum - - - -	70,000	
New Preference No. 2., 4½ Preference Shares :—		
£50,000 under 26 & 27 Vict. c. 149 } - - - -	122,068	23,232
£95,300 under 26 & 27 Vict. c. 223 } - - - -		
Shares authorized but not issued, and to be issued as 4½ per Cent. per Annum Preference Shares - - - -	- - -	120,000
	£ 2,210,168	£ 143,232

PART III.

LOAN CAPITAL UNDER EXISTING ACTS, AND AS DECLARED BY THIS ACT.

Acts.	Authorized to be raised on Loan, and to be converted into Debenture Stock.	Due on Loans at 31st July 1864.	Converted into Debenture Stock at 31st July 1864.	Not borrowed at 31st July 1864.
	£	£	£	£
22 & 23 Vict. c. 83. - -	460,000	148,237	308,805	2,958
26 & 27 Vict. c. 149. - -	16,650	- - -	- - -	16,650
26 & 27 Vict. c. 223. - -	241,499	236,670	- - -	4,829
27 & 28 Vict. c. 214. - -	10,000	- - -	- - -	10,000
27 & 28 Vict. c. 292. - -	30,000	- - -	- - -	30,000
	£ 758,149	£ 384,907	£ 308,805	£ 64,437

FOURTH

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

FOURTH SCHEDULE.

CLASSIFICATION OF GOODS, and Schedule of Rates between Edinburgh, Leith, Leith Dock, and Glasgow, and vice versâ.

The following are the gross or maximum Charges in any of the Seven following Classes of Goods in their Conveyance between the Stations of the Company in Glasgow on the one hand, and Leith Docks and the Company's Stations in Edinburgh and Leith on the other hand, and vice versâ, or for any shorter intermediate Distance from the said Terminal Stations; and the said specified Rates shall include the Use of Carriages, locomotive Power, and all other Charges incidental to such Conveyance, and also the Charges for loading, unloading, and covering at the said Terminal Stations; but a Charge for Cartage in collecting or delivering any Goods shall be exigible by the Company in addition to the following Rates when such Cartage is performed by the Company :

CLASS I.—6s. 8d. per Ton, Station to Station.

Ashes.	Oil Cake.
Asphalte.	Pease.
Bitumen.	Pitch.
Bleaching Powder.	Potatoes.
Bones.	Railway Chairs, at Owner's Risk.
Bran, Shellings and Thirds.	Rain-water Pipes, Gutters, and Connexions, at Owner's Risk.
Carrots.	Rape Cake.
Cast-iron Articles, solid and Pipe, at Owner's Risk.	Ridges (Iron), at Owner's Risk.
Chalk.	Rosin.
Fetches and Tares.	Salt Cake.
Farina.	Scrap Iron.
Fire Bricks.	Soap.
Fireclay, in Casks.	Soda.
Flour.	Soot in Bags.
Gas and Water Pipes, at Owner's Risk.	Tallow.
Grain.	Tar and Coal Tar.
Guano and packed Manures.	Tares.
Iron, Bar, Rod, Hoop, and Sheet.	Turnips.
Malt.	Vent Linings, at Owner's Risk.
Mangel Wurzel.	Whelks.
Oatmeal.	

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

CLASS II.—6s. 8d. per Ton, Station to Station.

Acetate of Lime, in Casks.	Ivory Black.
Alabaster.	Kelp.
Baggage, Military, 2d. per Ton per Mile.	Lead (Pig).
Barytes.	Lead (Sheet and Piping).
Battens, under 14 Feet.	Lead (Red and White).
Blood.	Manganese.
Bottles (common).	Military Stores, 2d. per Ton per Mile.
Brimstone or Sulphur.	Nails (Iron).
Burr Stones.	Nail Rods.
Carboys (Acids or Spirits), in Truck Loads, at Owner's Risk.	Nitrate of Soda.
Cement.	Oils, in Casks.
Charcoal.	Old Metal.
Chimney Cans and Vases, at Owner's Risk.	Onions.
Clog Blocks.	Paints and Colours.
Cockles and Mussels.	Plaster.
Cullet or broken Glass.	Railway Bars.
Earthenware.	Railway Sleepers.
Emery Stones.	Retorts (Clay and Iron).
Forgings.	Rivets.
Founder's Dust.	Sanitary Tubes.
Fuller's Earth.	Spelter.
Fustic.	Stones of 20 Cwt. and upwards.
Flints.	Stucco (rough and ground).
Grease and Grease Butter.	Sugar (raw) and Molasses.
Gypsum.	Tin and Tin Plates.
Iron Borings.	Valonia.
Iron Railings.	Vitriol (in Truck Loads), at Owner's Risk.
	Whiting.
	Zinc (Sheet), &c.

CLASS III.—6s. 8d. per Ton, Station to Station.

Acid (Wood), in Casks.	Brick, Bath or Flanders.
Ale, bottled.	Bristles.
Ale.	Butter.
Alum.	Candle Wicks.
Anchor and Chain Cables.	Canvas or Sailcloth and Sails.
Anvils.	Cast-iron Articles (solid and Pipe), at Company's Risk.
Apples and Pears.	Cast-iron Articles (hollow), at Owner's Risk.
Bacon.	Chicory Root.
Bagging or Sacking.	Clover, Rye Grass, and other agricultural Seeds.
Barilla.	Coffee and Cocoa.
Bark.	Copper (in Sheets or Bolts, and Ingots).
Battens (above 14 Feet).	Cordage.
Bichrome.	Cotton Wool.
Black Lead.	
Blacking.	
Blubber.	

[*Local.*]

*The Caledonian and Scottish Central Railways Amalgamation
Act, 1865.*

Class III.—*continued.*

Cracklings.	Nets.
Creosote, in Casks.	Oak and Pine Timber.
Cranberries.	Ochre.
Deals.	Osnaburghs.
Drysalteries.	Ovens (common), at Owner's Risk.
Dye Stuffs.	Oysters.
Eggs, at Owner's Risk.	Oranges.
Felt.	Pelts or Skins.
Fish (Cod), dried or salted.	Pipes (Smoking), Clay.
Gas, Water Pipes, at Company's Risk.	Plants and young Trees.
Galvanized Iron.	Porter, actual Weight to be charged at Tonnage Rates.
Garancine.	Provision, salted (Beef or Pork).
Glauber Salts.	Putty.
Grates (common), at Owner's Risk.	Paper.
Gutta Percha.	Paper Hangings.
Haddocks (Findon or smoked).	Paper Shavings.
Hair (Plasterer's).	Rags.
Hams.	Rain-water Pipes, Gutters, and their Connexions, at Company's Risk.
Hay (press-packed).	Railway Chairs, at Company's Risk.
Hemp.	Rice.
Herrings (Red), 12 Barrels to be reckoned a Ton.	Ridges (Iron), at Company's Risk.
Herrings (White), 6 Barrels to be reckoned a Ton.	Ropes.
Hides (salted or wet).	Ropes (Wire).
Hoops.	Rotton Stone.
Horns or Hoofs.	Rum, at Owner's Risk.
Ice.	Sago.
Iron Liquor.	Saltpetre or Nitre.
Iron Turn-tables.	Sash Weights.
India-rubber and Goloshes.	Screws.
Jute.	Sheathing.
Lard.	Shumac.
Lathwood.	Size (Liquid).
Leather.	Spetches.
Lemons.	Spikes.
Linseed.	Spirits, at Owner's Risk.
Logwood.	Starch.
Madder and Madder Roots.	Staves.
Metals (Sheathing, &c.).	Steel.
Millstones and Grindstones.	Stoves (Canada and common), at Owner's Risk.
Mill Waste.	Sugar-house Moulds.
Machinery, under 35 Cwt., at Owner's Risk.	Sulphate of Copper and Soda.
Machines, Weighing (large), at Owner's Risk.	Thread, in Boxes.
Mahogany Logs.	Tow and Codilla.
Millboards.	Turpentine.
Monumental Work, at Owner's Risk.	Twigs (Brown).
	Types.

*The Caledonian and Scottish Central Railways Amalgamation
Act, 1865.*

Class III.—*continued.*

Vegetables (packed or loose), at Owner's Risk.	Wire (undamageable).
Waste (Cotton and Woollen).	Wool (Animal).
Whisky, at Owner's Risk.	Yarn (Cotton and Linen).
Wine, at Owner's Risk.	Yeast.

CLASS IV.—8s. 0d. per Ton, Station to Station.

Agricultural Implements.	Grates (common), at Company's Risk.
Arrowroot.	Groceries.
Balsam Copaiba.	Gum.
Biscuits.	Hardware or Ironmongery.
Black Beer.	Hides (dried).
Bladders.	Honey.
Bleached and unbleached Goods.	Hops.
Blinds (Window).	Horsehair.
Bobbins.	Hurdles.
Boilers, under 35 Cwt.	Indigo.
Books.	Ink.
Boots and Shoes.	Iron Bedsteads.
Brass and Brass Wire.	Iron Wire (bright).
Bread.	Isinglass.
Brushes.	Jars, empty (new).
Candles.	Joiner's Work.
Carpeting.	Lampblack.
Carriage Springs, Axles, and Steps.	Lasts.
Cast-iron Articles (hollow), at Company's Risk.	Lemon Juice.
Cheese, at Owner's Risk.	Linen, in Boxes and Bales.
China.	Liquorice.
Cider.	Locomotive Tubes.
Cochineal.	Machinery, under 35 Cwt., at Company's Risk.
Cocoa Nuts.	Machines, Weighing (large), at Company's Risk.
Combs.	Marble Blocks, under 35 Cwt.
Confectionery.	Mastic.
Corkwood.	Mats and Mattresses.
Crucibles.	Meters (Gas).
Cudbear.	Mustard.
Currants.	Nails (Copper and Brass).
Cutch.	Naptha, in Casks.
Drugs.	Nuts.
Eggs, at Company's Risk.	Oakum.
Emery.	Oars.
Fire Irons.	Old Clothes.
Floor Cloths.	Ovens (common), at Company's Risk.
Fruit, dried and not dried.	Pencils (Slate).
Ginger.	Perry.
Glass and Crystal, at Owner's Risk.	Pickles.
Glue.	

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Class IV.—*continued.*

Preserved Provisions.	Stoves (Canada and common), at Company's Risk.
Pimento and Black Pepper.	Sugar (refined).
Railway Tickets and Cards.	Sweets and Cordials.
Raisins.	Tacks.
Rum, at Company's Risk.	Tapioca.
Safes (Iron).	Tarpaulings.
Sal Ammoniac.	Tea.
Sarsaparilla.	Tobacco.
Saws.	Treenails.
Screws.	Twigs (White).
Screw Jacks.	Umbrella Stretchers.
Scythes and Sickles.	Varnish.
Scythe Stones.	Veneers.
Seeds other than agricultural.	Vices.
Senna.	Vinegar.
Shot.	Wadding.
Slates (Writing).	Wainscot.
Smaltz.	Warps and Weft (Cotton).
Sizing.	Waste (Silk).
Spades and Shovels.	Whalebone.
Spirits and Wines (bottled), at Owner's Risk.	Wheel Spokes.
Spirits, at Company's Risk.	Whisky, at Company's Risk.
Soda Water.	Wine, at Company's Risk.
Stationery.	Yarns (Woollen and Worsted).

CLASS V.—10s. per Ton, Station to Station.

Bales and Boxes, Haberdashery, Silks, &c.	Looms.
Bale Goods, Cotton and Woollen.	Luggage.
Baskets.	Machinery of 35 Cwt. and upwards.
Boilers, 35 Cwt. and upwards.	Machines (Weighing), small.
Brass Tubing.	Marble Blocks of 35 Cwt. and upwards.
Carboys, Acids or Spirits, in full Truck Loads, at Company's Risk.	Meat (fresh).
Cheese at Company's Risk.	Naphtha, in Tins.
Clocks.	Oils, in Jars and Tins.
Cloth in Bundles, loose.	Picture Frames.
Copper Rollers.	Rabbit Skins.
Copper Tubing.	Reeds and Rushes.
Corks.	Saddlery.
Feathers for Beds.	Salmon, in Boxes.
Fencing Iron.	Seal Skins.
Fish (fresh).	Smallwares.
Fowls (dead).	Snuff.
Hay, loose.	Spices.
Hosiery.	Spirits and Wines (bottled), at Company's Risk.
Lamps.	Sponge.
	Stones (polished).

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Class V.—*continued.*

Straw, loose.	Umbrellas.
Tapes.	Vegetables (loose), at Company's Risk.
Tinware.	
Toys.	Wheels (Wood).
Tubing, Copper and Brass.	Window Frames (Iron).
Vitriol, in Truck Loads, at Company's Risk.	Wood Carvings.

CLASS VI.—15s. per Ton, Station to Station.

Amber.	Feathers for Dress.
Basket Carriage and Gig Bodies, finished, in Cases or Matting, if not declared at Owner's Risk, 20 per Cent. more than Sixth-class Rate, Minimum 1 Cwt.	Fish, all fresh Fish (not including Shell Fish), except Herrings, Sprats, and Salmon, in Boxes.
Ditto, at Owner's Risk, Minimum 1 Cwt.	Shell Fish (Crabs, Lobsters).
Ditto, unfinished, whether sent singly or in Bundles, Minimum 1 Cwt.	Furniture, when packed in Cases and Frames.
Beds and Bedding (as Furniture).	Ditto, when packed in Mats or sent loose, 20 per Cent. extra, unless the Owners undertake in Writing or by special Consignment Note to relieve the Companies from all Damage, in which Case the Sixth-class Rate to be charged.
Bedsteads, Iron, fitted up (as Furniture).	Ditto, in Vans, Carts, or Frames, for gross Weight of the Furniture and Van, Cart, or Frame, including Collection and Delivery, the Van, Cart, or Frame to be returned free, Station to Station.
Bedsteads when carried along with other Furniture to be charged as Furniture.	“ Empty Furniture Vans when sent to be filled are to be charged, but the Charge is to be remitted upon Proof being given of their having returned laden by the same Route.
Billiards and Bagatelle Tables (as Furniture).	
Billiard Tables, Slate Beds of.	
Bonnets.	
Bonnet Fronts, at Company's Risk.	
Bonnet Shapes.	
Cabinet Ware (as Furniture).	
Chairs, Windsor and common, new.	
Chairs, other than as above (as Furniture).	
Chandeliers and Gaseliers (as Furniture).	Furs.
China, in Boxes.	Game.
Cigars.	Gaseliers and Chandeliers (as Furniture).
Cinnamon.	Glass, stained, Plate and Shades, at Owner's Risk.
Clocks, English and French.	Gloves.
Cornice Poles (as Furniture).	Hats of all kinds.
Crabs (<i>see</i> Fish).	Iron Bedsteads, fitted up (as Furniture).
Crape.	Ivory.
Crinolines.	Lace.
Elephants Teeth.	
Embroidery.	
Engravings.	

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Class VI.—*continued.*

Machines, Sewing.	Silk, raw.
Mattresses (as Bedsteads).	Silk Velvet.
Millinery.	Skeleton Sofas (as Furniture).
Mirrors (at Owner's Risk).	Slate Beds of Billiard Tables.
Mushrooms.	Spirits of Wine (as Wines and Spirits).
Musical Instruments.	Sponge, Turkey, in Cases.
Organs and Organ Work, under 5 Tons.	Teazles.
Papier Machie Goods, except Trays.	Tin Ware, loose.
Parchment.	Turtle.
Perambulators, packed in Cases, Crates, or Boxes.	Velvet, Silk.
Ditto, not packed, at Owner's Risk.	Ventilators.
Perfumery.	Wines and Spirits, in Jars and Bottles containing above 2 Gallons and not more than 4.
Pianos.	Exceeding 4 Gallons, 20 per Cent. above 6th Class.
Pictures.	Jars and Bottles only to be car- ried when protected by Basket- work.
Poultry, alive.	
Ribbons.	
Sewing Machines.	
Silk, manufactured.	

CLASS VII.—Special Rates.

- Ale and Porter, 4s. per Hogshead, including lifting and Delivery.
 Ale and Porter, 2s. per Half Hogshead, including lifting and Delivery.
 Ale and Porter, 2s. 8d. per Barrel, including lifting and Delivery.
 Carboys, Acids of Spirits, at Owner's Risk, under 6 Carboys, at 2s. 3d. each.
 Herrings (White), under 6 Barrels, 2s. 6d. each, including lifting and Delivery.
 Vitriol, under 6 Carboys, only by special Arrangement, under Owner's Risk,
 2s. 3d. each.
 Grain, Flour, Meal, and all Mill Products of Grain, 6s. per Ton after August
 1869.
 Bar Iron, Rod Iron, and Hoop Iron, and all similar Descriptions of Wrought
 Iron or Castings not manufactured into Utensils and other similar Articles,
 6s. per Ton after August 1869.
 Fat Cattle when conveyed in Truck Loads, 3s. 6d. per Head.
 Lean Cattle do. do. 2s. 6d. „
 Sheep, Lambs, Pigs, and Calves do. 6d. „
- NOTE.—The whole of the above Rates also to apply to Traffic betwixt Granton
 and Granton Pier and Harbour and Glasgow and vice versâ, a proportionate
 Allowance being made for the Difference of Distance.

CHARGES FOR EMPTY PACKAGES.

					Not Carted.		Carted.	
					<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Quarter Hogsheads	-	-	-	-	0	2 each.	0	3 each.
Half Ditto	-	-	-	-	0	4 „	0	5 „
Hogsheads	-	-	-	-	0	8 „	0	10 „
Puncheons	-	-	-	-	1	0 „	1	3 „

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Class VII.—*continued.*
Charges for empty Packages—*continued.*

				Not Carted.		Carted.	
				s.	d.	s.	d.
Carboys, at Company's Risk	-	-	-	0	3 each.	0	4 each.
Ditto, at Owner's Risk	-	-	-	0	1 „	0	1 „
Jars returned, at Company's Risk	-	-	-	0	3 „	0	4 „
Ditto, at Owner's Risk	-	-	-	0	1 „	0	2 „
Herring Barrels	-	-	-	0	1 „	0	1 „

Dryware Packages returned free, but not carted.

SMALL PACKAGES AND PARCELS, INCLUDING CARTAGE.

Not exceeding 28 Lbs. 6*d.* each.Not exceeding 28 Lbs. to 56 Lbs. 8*d.* each.Not exceeding 56 Lbs. to 84 Lbs. 10*d.* each.Not exceeding 84 Lbs. to 112 Lbs. 1*s.* each.When exceeding 1 Cwt. to be charged after the respective Rates fixed for
Goods, except that no Quantities exceeding 1 Cwt. shall be charged less than
the Rates given for 1 Cwt.

Returned empty Porter Casks to Leith and Granton for London, “Free.”

* Square and round Timber, 3*d.* per Ton per Mile, Station to Station.

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FIFTH SCHEDULE.

CLASSIFICATION OF GOODS and Schedule of Rates between any Station on the Caledonian Railway and any Station on the Scottish Central Railway, and vice versâ.

The following are the gross or maximum Rates and Charges for the Conveyance of the following Classes of Goods between the Stations above referred to, which shall include the Use of Carriages, locomotive Power, and all other Charges incidental to such Conveyance, except a Charge for Cartage in collecting or delivering such Goods, which shall be exigible by the Company when performed by them, in addition to the following Rates :

All Goods specified in Classes I., II., and III. of the immediately preceding or Fourth Schedule, Twopence Halfpenny per Ton per Mile :

All Goods specified in Classes IV. and V. of the said Fourth Schedule, Threepence per Ton per Mile :

All Goods specified in Class VI. of the said Fourth Schedule, Fourpence per Ton per Mile :

Provided that the preceding Rates and Charges shall apply only to Lots of not less than One Quarter of a Ton in Weight, and that in respect to Quantities less than a Quarter of a Ton the Charge shall in no Case exceed the Charge for a Quarter of a Ton.

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SIXTH SCHEDULE.

AGREEMENT between the Caledonian Railway Company and the Monkland Railways Company, dated 13th October and 5th November 1863.

This Agreement, entered into and executed by and between the Caledonian Railway Company of the First Part and the Monkland Railways Company of the Second Part, witnesseth, that whereas the said First Party were Promoters of a Bill in the Session of Parliament held in the Year One thousand eight hundred and sixty-one for the Purpose of authorizing a Railway from Rutherglen to Coatbridge, with a Branch therefrom to Whifflet, against which the said Second Party presented a Petition to Parliament: And whereas the said Second Party agreed to withdraw the said Petition and not to oppose the said Bill farther in consideration of the Insertion therein of certain Clauses, forming Sections Numbers Sixteen, Seventeen, Eighteen, and Nineteen of the said Bill, conferring certain Facilities for the Passage of the said Monkland Railways Company's Traffic to Glasgow, and certain other Privileges in regard thereto, and of the said First Party agreeing to enter into these Presents: Therefore the said Parties have agreed, and do hereby agree, as follows; viz.,

First. The said Monkland Railways Company shall be entitled, if they think proper, to apply to Parliament for Authority to form a Branch Railway leading from the Monkland Railways to the said Railway from Rutherglen to Coatbridge, and that in the Line, or as nearly as may be in the Line, of the Branch called the Monkland Junction Branch, the Powers to form which were withdrawn by the Caledonian Railway Company from the said Bill; and the said First Party shall not be entitled to oppose the said Bill, except to the Extent of seeing that the same contains proper Clauses for the Protection of the Stability of the Caledonian Railway and Works: Provided always, that before proceeding to apply for the said Bill, the Monkland Railways Company shall be obliged to give Two Months Notice in Writing of their Intention so to do to the said Caledonian Railway Company, and the said Caledonian Railway Company shall thereupon have the Option of forming the same themselves.

Second. In the event of the said Branch Railway being formed by the said Monkland Railways Company, the said Facilities and other Privileges conferred by the said Clauses shall apply to the Portion of the said Railway from Rutherglen to Coatbridge and Branch therefrom, situated between the Point of Junction of the said Branch to be formed by the Monkland Railways Company and the Dalarnock and Gushetfaulds Mineral Depôt at Glasgow, and Junction of the Caledonian and General Terminus and Glasgow Harbour Railways. In the event of the said Branch Railway being formed by the said Caledonian Railway Company, the said Facilities and other Privileges shall extend to and include such Branch in the same Manner as they extend to and include the said Railway from Rutherglen to Coatbridge and Branch therefrom.

Third. The said Caledonian Railway Company and the Monkland Railways Company shall be bound to form at or near Whifflet, at their joint Expense, the necessary Crossings and Sidings for accommodating the Traffic from the Monkland Railways to Glasgow, or the General Terminus and Glasgow

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Harbour

The Caledonian and Scottish Central Railways Amalgamation Act, 1865.

Harbour Railway, which shall pass over the said Railway from Coatbridge to Rutherglen.

Fourth. All Disputes and Differences which may arise between the said Monkland Railways Company and the said Caledonian Railway Company in any way relating to this Agreement shall be and the same are hereby referred to the amicable Decision and Decree Arbitral of Benjamin Hall Blyth, Civil Engineer, Edinburgh, whom failing, of Arbiters to be appointed by the Parties hereto, in Terms of "The Railways Clauses Consolidation (Scotland) Act, 1845," the Provisions of which Act, so far as relating to the Settlement of Disputes by Arbitration, are incorporated herewith, with Power to the said Arbiter to issue all Decrees, interim or final, to find either Party liable in Expenses to the other, and with all the other Powers competent to Arbiters; and both Parties bind and oblige themselves to fulfil their respective Parts of these Presents to each other, under the Penalty of Five hundred Pounds Sterling, to be paid by the Party failing to the Party observing or willing to observe attour Performance; and both Parties consent to the Registration hereof for Preservation and Execution. In witness whereof these Presents, written on this and the preceding Page of stamped Paper by John Colin Mitchell, Apprentice to James Mitchell, Andrew Mitchell, and William Patrick Allardice, all Writers in Glasgow, are subscribed, together with a Duplicate hereof at Glasgow, as follows; viz., by Philip Black, residing at No. 31, Lynedoch Street, Glasgow, and John Ross, junior, Merchant, Glasgow, Two and a Quorum of the Directors, and by Archibald Gibson, Secretary of the Caledonian Railway Company foresaid, the Seal of the Caledonian Railway Company foresaid being at the same Time affixed, upon the Thirteenth Day of October in the Year One thousand eight hundred and sixty-three, before these Witnesses, William Tarbet Provand and Charles Reddie Hart, both Clerks in the Office at Glasgow of the Caledonian Railway Company foresaid, and by John Patrick Alston, of Muirburn, Lanarkshire, William Stevenson, Merchant in Glasgow, and Francis Maxwell, Insurance Broker there, Three and a Quorum of the Directors, and by Edmund Bell, Secretary and Manager of the Monkland Railways Company foresaid, the Seal of the said Company being at the same Time affixed, upon the Fifth Day of November and Year last mentioned, before these Witnesses, William Symington, Traffic Superintendent, and James Turnbull, Audit Clerk, both in the Employment of the Monkland Railways Company foresaid.

(Signed) W. T. PROVAND, Witness.
C. R. HART, Witness.
WM. SYMINGTON, Witness.
JAMES TURNBULL, Witness.

(Signed) P. BLACK.
JOHN ROSS, junior.
ARCH. GIBSON, Secy.
JOHN P. ALSTON.
W. STEVENSON.
FRANCIS MAXWELL.
EDMUND BELL, Secy.

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