



ANNO OCTAVO & NONO

VICTORIÆ REGINÆ.

Cap. cxcii.

An Act for making a Railway from *Glasgow* to *Crofthead* near the Town or Village of *Neilston*, to be called “*The Glasgow, Barrhead, and Neilston Direct Railway.*” [4th August 1845.]

WHEREAS the making of a Railway from *Glasgow* to *Crofthead* near to the Town or Village of *Neilston* would be of great public Advantage, by opening an additional, certain, and expeditious Means of Communication between these and intermediate Places, and also by facilitating Communication between more distant Towns and Places: And whereas the Persons hereafter named are willing, at their own Expence, to carry such Undertaking into execution; but the same cannot be effected 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, That, in so far as not otherwise provided for in this Act, the several Acts of Parliament following, (that is to say,) the Companies Clauses Consolidation (*Scotland*) Act, 1845, the Lands Clauses Consolidation (*Scotland*) Act, 1845, and the Railway Clauses Consolidation (*Scotland*) Act, 1845,

Incorporation of
8 & 9 Vict.
cc. 17. 19.
and 33. with
this Act.

[*Local.*]

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shall

shall be incorporated with and form Part of this Act, and shall receive full Force and Effect accordingly in the Execution of the same.

Short Title.

II. And be it enacted, That in citing this Act in other Acts of Parliament, and in legal Instruments, it shall be sufficient to use the Expression "*The Glasgow, Barrhead, and Neilston Direct Railway Act, 1845.*"

Subscribers
incorporated.

III. And be it enacted, That the Right Honourable the Earl of *Glasgow*, Sir *John Maxwell* Baronet, *William Mure*, *Alexander Graham*, *John Mair*, *David Mure*, *John Bain*, *Alexander Kerr*, *Robert Findlay*, *James Graham*, *Andrew Brown*, *Alexander Campbell*, *James M'Culloch*, *Patrick Graham*, *John Hamilton*, *William Gilmour*, *Alexander Alison junior*, *John Wilson*, *John Crum*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining a Railway from *Tradeston* near *Glasgow* in the Parish of *Govan* to *Crofthead* near to the Town of *Neilston* in the Parish of *Neilston*, with proper Works and Conveniences belonging thereto, according to the Provisions of the said recited Acts and of this Act, and for other the Purposes herein and in the said recited Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "*The Glasgow, Barrhead, and Neilston Direct Railway Company*," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the recited Acts contained.

Capital.

IV. And whereas the estimated Expence of making the said Railway is One hundred and forty-two thousand five hundred Pounds; be it enacted, That the Capital of the Company shall be One hundred and fifty thousand Pounds Sterling.

Number and
Amount of
Shares.

V. And be it enacted, That the Number of Shares into which the Capital shall be divided shall be Six thousand, and the Amount of each Share shall be Twenty-five Pounds.

Calls.

VI. And be it enacted, That Five Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Four Fifths of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share, and Two Months at the least shall be the Interval between successive Calls.

Interest on
Calls may be
allowed.

VII. And be it enacted, That it shall be lawful to the Company to pay Interest at the Rate of Four Pounds *per Centum per Annum* on such Sums as shall from Time to Time be called by the Directors in respect of the said Shares, and shall be paid by the Proprietors thereof, such Interest to commence from and after the passing of this Act, and to be continued till the opening of the Railway: Provided always, that no Interest shall accrue to the Proprietor of any Share who

who shall not have paid up the Calls due at the Time in respect of the whole Shares belonging to him as appearing from the Register of Shareholders.

VIII. And be it enacted, That it shall be lawful for the Company to borrow on Mortgage or Bond any Sum not exceeding in the whole the Sum of Fifty thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of One hundred and fifty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up. Power to borrow Money.

IX. And be it enacted, That the First Ordinary Meeting of the Company shall be held within Two Months next after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held half-yearly in the Months of *February* or *March* and of *August* or *September*, and the first of such Ordinary Meetings shall be held in *August* or *September* One thousand eight hundred and forty-five; and all Meetings, whether ordinary or extraordinary, shall be held in *Glasgow*. First and subsequent Ordinary Meetings.

X. And be it enacted, That the Quorum for every General Meeting of the Company shall be Ten Shareholders holding in the aggregate not less than Five thousand Pounds in the Capital of the Company. Quorum of General Meetings.

XI. And be it enacted, That the Number of Directors shall be Nine; and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Undertaking. Number and Qualification of Directors.

XII. And be it enacted, That it shall be lawful for the Company to increase or reduce the Number of Directors, provided that the increased Number do not exceed Thirteen, and that the reduced Number be not less than Seven. Power to vary the Number of Directors.

XIII. And be it enacted, That Sir *John Maxwell*, *William Mure*, *Alexander Graham*, *John Bain*, *Robert Findlay*, *James Graham*, *Alexander Campbell*, *John Wilson*, *John Crum*, *Alexander Alison junior*, *William Stirling*, *James M'ulloch*, and *Humphrey Ewing Crum* shall be the first Directors of the Company. The first Directors of the Company.

XIV. And be it enacted, That the Directors appointed by this Act shall continue in Office until the first Ordinary Meeting to be held after the passing of the Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body. Election of Directors.

XV. And be it enacted, That at the first Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of Future Directors.

of the Directors then retiring from Office, agreeable to the Provisions of the said Companies Clauses Consolidation (*Scotland*) Act contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified, or having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said Companies Clauses Consolidation (*Scotland*) Act.

Quorum of Directors. XVI. And be it enacted, That the Quorum of a Meeting of Directors shall be Five.

Committees of Directors. XVII. And be it enacted, That the Number of Directors of which Committees appointed by the Directors shall consist shall be not less than Three nor more than Five, and the Quorum of such Committees shall be the major Number of those appointed.

Period for Balance of Books and for Inspection. XVIII. And be it enacted, That the Period to which the Books of Account of the Company shall be brought to a Balance shall be the Thirty-first Day of *January* and the Thirty-first Day of *July* in each Year, and the Periods at which the Shareholders and Loan Creditors of the Company shall be entitled to the Inspection of such Books shall be Ten Days before and Ten Days after each of the Ordinary Meetings of the Company.

Newspapers for Insertion of Advertisements. XIX. And be it enacted, That the Newspapers in which Advertisements relating to Affairs of the Company are to be inserted shall be the Newspapers published in *Glasgow*, or any one of them.

Power to make Railway according to deposited Plans. XX. And whereas Plans and Sections of the Railway, showing the Line and Levels thereof, and also Books of Reference, containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass, have been deposited with the Sheriff Clerks of the Counties of *Lanark* and *Renfrew* at *Glasgow* and *Paisley* respectively; be it enacted, That, subject to the Provisions in this and the said recited Acts contained, it shall be lawful for the Company to make and maintain the said Railway and Works in the Line and upon the Lands delineated on the said Plans and described in the said Books of Reference, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Line of the Railway. XXI. And be it enacted, That the said Railway shall commence at or near the Stations at or near *Tradeston* of *Glasgow*, of the *Glasgow Paisley, Kilmarnock, and Ayr* Railway, and the *Glasgow and Greenock* Railway, and at the *Polloc and Govan* Railway, in or near *Tradeston* in the County of *Lanark*, and shall pass by or through or near to *Pollockshaws, Barrhead*, and intermediate Places in the Counties of *Lanark* and *Renfrew* respectively, and shall terminate at or near *Crofthead* near to the Town or Village of *Neilston* in the County of *Renfrew*: Provided always, that nothing in this Act contained shall authorize the said Company to construct the Railway by this Act authorized so as that the Rails of the said Company shall join the Rails of the joint Line between *Glasgow* and *Paisley*, belonging to the *Glasgow, Paisley, Kilmarnock, and Ayr* Railway and the *Glasgow, Paisley,*

Paisley, and Greenock Railway Companies, or to take or interfere with any Buildings or Land the Property of the *Glasgow, Paisley, Kilmarnock, and Ayr* Railway Company, without the Consent of such last-mentioned Company under their Corporate Seal first had and obtained.

XXII. And be it enacted, That the said Company hereby incorporated shall not, without the Consent in Writing of the *Glasgow, Paisley, and Ardrossan* Canal Company, carry their Railway over the said Canal, except by means of a good and substantial fixed Bridge over the said Canal, and the Towing Path thereof, at the Point marked upon the said Plans and Sections, with a clear Headroom above every Part of the ordinary Top-water Level of the Canal of not less than Nine Feet, and a clear Headroom above the said Towing Path of not less than Seven Feet Six Inches, with perpendicular Foundation Walls, and without any Projections under Water, leaving the Waterway of a clear Width of Eighteen Feet, besides a clear and uninterrupted Space of not less than Six Feet in Width for the Towing Path, which Bridge shall be made and for ever after maintained in good and sufficient Repair and Condition by the said Railway Company; and the said Company shall not make, erect, or set up any other Bridge over, or Tunnel, Passage, Culvert, Drain, or Work under or upon, the said Canal, or Towing Path or Banks; and that during the Time of the Construction of such Bridge, which Time shall not exceed Sixty Days, the said Company shall leave the Waterway of the said Canal free and uninterrupted to a Width of not less than Ten Feet, and the Towing Path of not less Width than Five Feet; and that the said Railway Company shall not in the Erection of the said Bridge, excepting as aforesaid, nor in the Repair or Renewal thereof, nor by any other Means, alter the Course or Level, nor lessen the Width, of the said Canal, or the Towing Path or Banks thereof, nor in any Manner obstruct the Navigation of the said Canal, or the said Towing Path, or divert therefrom, intercept, cut off, take, use, diminish, or allow to escape any of the Waters therein, or which now supply the said Canal, or injure any of the Works of the said Canal.

Railway not to be carried across Glasgow, Paisley, and Ardrossan Canal except by a fixed Bridge, unless with Consent of Canal Company.

XXIII. And be it enacted, That if by reason of any Accident in the Execution of any of the Works by this Act authorized, or by reason of the bad State of Repair of any such Works, or of the said Bridge, or by the Stoppage or Diminution of the Water of the said Canal in consequence of any of the Operations of the said Railway Company, it shall happen that the said Canal, or the Towing Path thereof, shall be so obstructed as that Boats, Barges, or other Vessels navigating or using the same shall be impeded in their Passage, or shall not be able at all Times freely and uninterruptedly to pass along the same, or in case the navigable Waterway or Towing Path, or either of them, shall at any Time be contracted to a less Width than is hereby authorized, then in every such Case the said Railway Company shall pay to the said Company of Proprietors of the said Canal, as by way of ascertained Damages, the Sum of Four Pounds for every Hour during which any such Obstruction or Contraction shall continue: Provided always, that nothing herein contained shall extend to prevent the said Company of Proprietors of the said Canal from

Penalty on Company for obstructing or injuring Canal.

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recovering

recovering against and from the said Railway Company any special Damage that may be sustained by them on account of the Acts or Defaults of the said Railway Company in respect of which any Penalties are hereby imposed beyond the Amount of such Penalty or Penalties, and they are hereby authorized to sue for and recover such special Damage accordingly, of which, nevertheless, the Penalties herein-before provided for shall (if levied) be considered as forming Part.

Company to
erect Screens
on Bridge
if Canal
Company
think neces-
sary.

XXIV. And be it enacted, That in case the said Company of Proprietors of the said Canal shall at any Time apprehend that the said intended Railway will, from its crossing or near Approach to the said Canal, occasion Danger to the Boats or Vessels navigating the said Canal, in consequence of the Horses used in tracking said Boats or Vessels being frightened by the Sight of the Engines and Carriages travelling upon the said Railway, the said Railway Company shall, if required so to do by the Sheriff of the County of *Renfrew*, or his Substitute at *Paisley*, on the Application of the said Canal Company, erect such Works in the Nature of a Screen as shall completely prevent such Horses from seeing such Engines and Carriages within a Hundred Yards of the Canal, which Screen shall, in case of Dispute, be erected at the Sight and to the Satisfaction of the said Sheriff of the County of *Renfrew*, or his Substitute at *Paisley*.

Saving
Rights of
Canal Com-
pany.

XXV. And be it enacted, That nothing in this Act contained shall extend or be deemed or construed to extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in the Company of Proprietors of the said Canal by the Act incorporating the said Company and the subsequent Acts passed in their Favour; and that nothing herein contained shall authorize the said Railway Company to take or acquire any Land belonging to the Company of Proprietors of the said Canal, excepting as herein specially contained and authorized, nor at any Time obstruct or in any way impede or interfere with the free Use of the Basin at *Port Eglinton*, Wharfs and Towing Paths of the said Canal.

Company
not to use
Polloc and
Govan Rail-
way in West
Street, nor
to cross
Parkhouse
Road, &c.
in Gorbals
on the Level.

XXVI. And be it enacted, That it shall not be lawful for the Company to use, nor to permit any Part of their Traffic to be carried along, any Part of the *Polloc and Govan* Railway, in so far as the same traverses any Portion of *West Street, Tradeston*, until they have obtained the Consent of the Board of Trade; nor shall it be lawful for the Company to cross the Turnpike Road from *Glasgow* to *Paisley* by *Parkhouse*, nor any of the Streets of *Gorbals* or *Tradeston*, on the Level, without the Consent of the Trustees of the said Turnpike Road, and of the Magistrates of *Gorbals* respectively; provided that nothing herein contained shall affect the Rights of Sir *John Maxwell* of *Polloc*, Baronet, nor of the *Polloc and Govan* Railway Company, or of *William Dixon* Esquire, of *Govan* Colliery.

Conditions to
be observed
in crossing
the Polloc
and Govan
Railway

XXVII. And whereas the Railway hereby authorized to be made is intended to cross the Line of the *Polloc and Govan* Railway, of which last-mentioned Railway *William Dixon* of *Govan* Colliery in the County of *Lanark* is the sole Proprietor, and also to pass over certain

certain Lands belonging to the said *William Dixon* : And whereas it has been agreed between the said *William Dixon* and the Promoters of the Railway hereby authorized to the Effect after mentioned ; be it therefore enacted, That the Conditions and Provisions herein-after mentioned shall be observed and fulfilled by the Company ; (that is to say,)

and certain
Lands be-
longing to
*William
Dixon.*

No Land belonging to the *Polloc and Govan* Railway Company, or to the said *William Dixon*, shall be occupied or used by the Company hereby incorporated, excepting for the sole Purpose of the Line of the Railway hereby authorized passing over the same, and the Portion of the said Lands so occupied shall in no Place exceed Sixty Feet in Breadth :

The Company hereby incorporated shall have a Right of Way and Passage alone over the Lands belonging to the said *Polloc and Govan* Railway Company, and *William Dixon*, and shall not acquire or have any other Right or Interest in the said Lands :

Before entering into the Occupation of any Part of the said Lands the Company hereby incorporated shall pay to the said *William Dixon* such Compensation for the said Right of Way or Passage across the said Railway and over the said Lands as shall, under the whole Circumstances of the Case, be ascertained to be due to him by Arbitration in the Manner provided by the said Land Clauses Consolidation (*Scotland*) Act in case the Parties cannot agree upon the same :

The Line and Levels of the Railway hereby authorized, so far as passing across the said *Polloc and Govan* Railway, and over the Lands of the said *William Dixon*, shall, unless the said *Polloc and Govan* Railway Company and *William Dixon* shall otherwise consent, be laid out within the respective Limits of Deviation contained in this Act at the Sight and to the Satisfaction of *Joseph Locke* of *Adam Street, Adelphi*, in the City of *Westminster*, Civil Engineer, and failing him of some other Civil Engineer to be nominated by the said *William Dixon* ; and if any Alteration in the said Line and Levels of the said Railway shall be made with Consent aforesaid, the same shall be so made at the Sight and to the Satisfaction of such Engineers :

The Bridge over the *Polloc and Govan* Railway shall, if so required by the *Polloc and Govan* Railway Company, leave Twenty Feet of Height between the Surface of the Rails of the respective Lines, and shall allow Seventeen Feet at least of clear Headway above the present Surface of the Rails of the *Polloc and Govan* Line, and shall be of sufficient Width to allow of Four Lines of Rails passing and being conveniently used under the same, for which Purpose the Bridge may be of Two Spans, and shall be constructed at the Sight and to the Satisfaction of the said *Joseph Locke*, whom failing of some other Engineer to be nominated by the said *William Dixon* :

And the Line and Levels of the Railway hereby authorized, to the East and North of the Lands marked No. 24 on the Plan deposited as before mentioned, shall be subject to such future Alterations in the Line and Levels thereof as may in any future Session of Parliament be considered and be authorized by Parliament as necessary and expedient for the proper and convenient terminal Arrangements and

Connexions

Connexions of the said *Polloc and Govan* Railway, or of any other Railways which may communicate or be amalgamated or otherwise combined therewith, and that at the Expence of the Company requiring such Alterations.

Communica-
tion with
Polloc and
Govan Rail-
way to be
made and
maintained
under Direc-
tion of En-
gineer of that
Railway.

XXVIII. And be it enacted, That all Communications between the Railway hereby authorized and the present Line of the *Polloc and Govan* Railway, and all such Openings in the Ledges or Flanches of the said last-mentioned Railway as may be necessary or convenient for effecting such Communications, shall be made and maintained under the Direction and Superintendence of the Engineer for the Time being of the *Polloc and Govan* Railway Company, or some other Person authorized by them for that Purpose, and shall be constructed and afterwards maintained by and at the Expence of the Company hereby incorporated.

Company to
be at the
Expence of
maintaining
and watching
the Points.

XXIX. And be it enacted, That the Company shall from Time to Time maintain and keep in order the Switches or Points at such Places of Communication, and, at their sole Expence, hire and employ proper and sufficient Persons to watch and regulate the same, or, at the Option of the said *Polloc and Govan* Railway Company, pay to the last-mentioned Company the Expence of maintaining and keeping in order the said Switches or Points, and of hiring and employing such Persons: Provided always, that any Person to be appointed to watch and regulate the Switches and Points of Communication aforesaid shall at all Times be under the Control of the Company hereby authorized.

Saving
Rights of the
Polloc and
Govan Rail-
way Com-
pany.

XXX. And be it enacted, That nothing in this Act contained shall prejudice, diminish, alter, or take away any of the Rights, Privileges, Franchises, Powers, or Authorities of or vested in or belonging to the *Polloc and Govan* Railway Company, but all such Rights, Privileges, Franchises, Powers, and Authorities are hereby expressly saved and reserved.

Power to
cross a cer-
tain Road on
the Level.

XXXI. And be it enacted, That it shall be lawful for the Company in constructing the Railway to carry across the same on the Level thereof the Road numbered 120 on the Plans deposited as herein-before mentioned.

Regulating
Inclination of
Approaches
to certain
Bridges.

XXXII. And be it enacted, That it shall be lawful for the Company to make the Inclinations of the Approaches to the Bridges or Arches for carrying over or under the Railway the following Roads, numbered respectively on the Plans deposited as aforesaid, not steeper than those herein-after mentioned; viz.

The Road numbered 166 on a Level:

The Roads numbered 40 and 267 not steeper than 1 in 20:

The Road numbered 57 not steeper than 1 in 21:

The Road numbered 306 not steeper than 1 in 22:

The Road numbered 116 not steeper than 1 in 24:

The Roads numbered 71, 79, 266, and 326, not steeper than 1 in 30:

The Road numbered 228 not steeper than 1 in $32\frac{1}{2}$:

The

The Road numbered 254, 259, not steeper than 1 in 33 :
The Road numbered 208 not steeper than 1 in 40.

XXXIII. And be it enacted, That the Company may purchase by Agreement and hold Lands either on or near the Line of the said Railway, or on or near the Line of any Railway communicating therewith, and over which the Traffic therefrom may pass, or in any Place adjoining such Railways, for the extraordinary Purposes mentioned in the said recited Acts, and that the Quantity of Land to be taken by the Company for such Purposes shall not exceed Thirty Acres.

Lands for extraordinary Purposes.

XXXIV. And be it enacted, That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period within which Lands are to be purchased.

XXXV. And be it enacted, That the Railway shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the recited Acts granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall then be completed.

Railway to be completed in Five Years.

XXXVI. And be it enacted, That it shall be lawful for the Company to demand any Tolls for the Use of the Railway, not exceeding the following ; (that is to say,)

Tolls :

1. In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, as follows :

Tonnage on Articles of Merchandize.

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per Ton per Mile* not exceeding Twopence ; and if conveyed by Carriages belonging to or supplied by or for the Company, an additional Sum *per Ton per Mile* not exceeding One Penny :

For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and 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 Merchandize, *per Ton per Mile* not exceeding Twopence Halfpenny ; and if conveyed in Carriages belonging to or supplied by or for the Company, an additional Sum *per Ton per Mile* not exceeding One Penny :

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Stones, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* not exceeding Three-pence ; and if conveyed in Carriages belonging to or supplied by or for the Company, an additional Sum *per Ton per Mile* not exceeding One Penny Halfpenny :

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandize, Fish, Articles, Matters, or Things,
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per Ton *per* Mile not exceeding Four-pence; and if conveyed in Carriages belonging to or supplied by or for the Company, an additional Sum *per* Ton *per* Mile not exceeding Two-pence:

And for every Carriage, of whatever Description, 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 not exceeding Sixpence:

And a like Sum of Sixpence *per* Mile for every additional Quarter of a Ton, or fractional Part of a Quarter of a Ton, which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to or supplied by or for the Company, an additional Sum *per* Mile not exceeding Sixpence:

And for the Trouble occasioned by loading or unloading, or for the Use of any Wharf, Basins, Loading Place, or Station, such reasonable Sum as to the Company shall seem fit:

Tolls for
Passengers
or Cattle.

2. In respect of Passengers and Animals conveyed in Carriages upon the Railway, or any Part thereof, as follows:

For any Person conveyed in or upon such Carriage, *per* Mile not exceeding Two-pence; and if conveyed in or upon any Carriage belonging to or supplied by or for the Company, an additional Sum not exceeding One Penny *per* Mile:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, conveyed in or upon any such Carriage, *per* Mile not exceeding Two-pence; and if conveyed in or upon any Carriage belonging to or supplied by or for the Company, an additional Sum not exceeding Three-pence *per* Mile:

For every Calf or Pig, Sheep, Lamb, or other small Animal, conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to or supplied by or for the Company, an additional Sum not exceeding One Penny Halfpenny *per* Mile.

Tolls for
propelling
Power.

XXXVII. And be it enacted, That the Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed One Penny *per* Mile for each Passenger or Animal, or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken, unless the said Passengers, Animals, or Goods are sent by a special Train, in which Case the Company shall be entitled to charge any reasonable Sum in their Discretion beyond the Tolls and Charges herein-before limited.

Regulations
as to Tolls.

XXXVIII. And be it enacted, That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For Fractions of a Mile the Company may demand Tolls on Merchandise for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

For

For a Fraction of a Ton the Company may demand Toll 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 :

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight :

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

XXXIX. And with respect to small Packages, and single Articles of great Weight, be it enacted, That the Company may lawfully demand the Tolls following ; (that is to say,) Tolls for small Parcels and great Weights.

For the Carriage of small Parcels (that is to say, Parcels not exceeding Five hundred Pounds Weight each,) the Company may demand any Sum which they think fit : Provided always, that Articles sent in large aggregate Quantities, although made up of several 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, and to Parcels not being aggregate Quantities of the same Description of Article sent in the same Package :

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons, but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding One Shilling *per Ton per Mile* :

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand such Sum as they think fit.

XL. And be it enacted, That it shall not be lawful for the said Company to demand, or receive any greater Sum in respect of the Carriage of Passengers conveyed on the Railway by this Act authorized than Three-pence *per Passenger per Mile* in respect of any Passenger travelling in a First Class Carriage, Two-pence *per Passenger per Mile* in respect of any Passenger travelling in a Second Class Carriage, and One Penny Halfpenny 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, unless in the Case of Passengers travelling by special Trains. Limiting Charges for Conveyance of Passengers.

XLI. And be it enacted, That it shall not be lawful for the said Company to charge in respect of the several Articles, Matters, and Things, and of the several Descriptions of Animals herein-after mentioned, conveyed on the Railway by this Act authorized, any greater Sum, including the Charges for the Use of Carriages, Waggon, or Trucks, and for locomotive Power, and all other Charges incidental to such Conveyance, than the several Sums herein-after mentioned ; (that is to say,) Limiting Charge for Conveyance of Goods and Cattle.

For

For all Dung, Compost, and all Sorts of Manure, Lime and Lime stone, and all undressed Materials for the Repair of public Roads or Highways, *per Ton per Mile* Two-pence :

For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, and Ironstone and 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 Merchandize, *per Ton per Mile* Two-pence :

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* Three-pence :

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandize, Fish, Articles, Matters, and Things, *per Ton per Mile* Four-pence :

For every Carriage, of whatever Description, 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 :

For every Horse, Mule, Ass, or other Beast of Draught or Burden, *per Mile* Four-pence :

For every Ox, Cow, Bull, or Neat Cattle, *per Mile* Two-pence :

For every Calf or Pig, Sheep, Lamb, or other small Animal, *per Mile* Three Farthings :

Provided always, that if any Passenger, Animals, or Goods be conveyed for a less Distance than Three Miles on the said Railway the said Company shall be entitled to demand and receive Tolls as for Three entire Miles.

Passengers
Luggage.

XLII. And be it enacted, That every Passenger travelling upon the Railway may take with him at his own Risk his ordinary Luggage, not exceeding One hundred Pounds in Weight for First Class Passengers, Sixty Pounds in Weight for Second Class Passengers, and Forty Pounds in Weight for Third Class Passengers, without any Charge being made for the Carriage thereof, and may take with him the said Amount of Luggage at the Risk of the Company, provided he delivers the same to them, and pays such reasonable Sum for Booking as shall be fixed by them, not exceeding Two-pence for each separate Article.

Certain Rail-
way Com-
panies em-
powered to
enter into
Contracts
for the Use
of their Lines
upon certain
Conditions.

XLIII. And whereas the Railway may communicate with the *Glasgow, Paisley, and Greenock* Railway, and the *Glasgow, Paisley, Kilmarnock, and Ayr* Railway, or with the *Polloc and Govan* Railway, or some one or other of them ; be it enacted, That it shall be lawful to the respective Companies to whom the said several Railways belong to enter into any Contracts with the Company hereby incorporated for the Use of and for the Passage over or along the said Railways respectively of any Engines, Coaches, Waggon, or other Carriages of the Company hereby incorporated, or for the Use of the Stations and other Works of such other Companies, upon the Payment of such Tolls or other Consideration, and under such Conditions and Restrictions, as may be mutually agreed upon : Provided always, that no such Contract as aforesaid shall in any Manner alter,

affect, increase or diminish any of the Tolls which the said several Railway Companies respectively shall for the Time being be authorized and entitled to demand and receive from any Person or other Company, but that all other Persons and Companies shall, notwithstanding any such Contract, be entitled to the Use and Benefit of the said several Railways upon the same Terms and Conditions, and upon Payment of the same Tolls, as they would have been in case no such Contracts had been entered into.

XLIV. And be it enacted, That all Communications between the Railway hereby authorized to be made and the *Glasgow, Paisley, and Greenock* Railway, and all such Openings in the Ledges or Flanches of the said *Glasgow, Paisley, and Greenock* Railway as may be necessary or convenient for affording such Communications, shall be made under the Direction and Superintendence of the Engineer for the Time being of the said *Glasgow, Paisley, and Greenock* Railway. Communications with Glasgow, &c. Railway to be made under the Direction of their Engineer.

XLV. And be it enacted, That it shall be lawful for the Company, with the Approbation of Three Fifths of the Shareholders present, personally or by Proxy, in General Meeting specially convened for the Purpose, to grant a Lease of the Railway or any Part thereof to the said *Glasgow, Paisley, and Greenock* Railway Company, or to that Company jointly along with the said *Glasgow, Paisley, Kilmarnock, and Ayr* Railway Company, or to the *Polloc and Govan* Railway Company, for such Term and for such Rent or Consideration as shall be agreed upon. Power to lease the Railway.

XLVI. And whereas the said Company have undertaken to guarantee the Payment of the Sum of Ten thousand Pounds, to be applied towards uplifting a Portion of the Debt secured on the *Gorbals* Division or District of *Renfrewshire* Roads, for which the Trustees on the said Roads or some of them are personally liable, and to hold the said Sum of Ten thousand Pounds as a Debt on the said Roads: And whereas the *Glasgow, Paisley, Kilmarnock, and Ayr* Railway Company were required by the Acts relating to the said Undertaking to pay, and whereas they have accordingly paid, to the said Trustees, the Sum of Eighteen thousand Pounds, for which Sum they are postponed Creditors on the said Roads: And whereas the Security of the said *Glasgow, Paisley, Kilmarnock, and Ayr* Railway Company for Repayment of the said Sum of Eighteen thousand Pounds will be injured by the Formation of the said Railway; be it enacted, That the Company hereby incorporated shall previous to the opening of the said Railway pay the said Sum of Ten thousand Pounds to the Trustees on the said *Gorbals* Division or District of Roads, to be applied at their Sight in uplifting and discharging the Debt on the said Roads for which the said Trustees or some of them are personally liable; and the said Sum of Ten thousand Pounds and the Interest thereof shall thereafter subsist as a Claim on the Tolls and Funds of the said Roads, both as regards Principal and Interest, postponed to and ranking next after the said Sum of Eighteen thousand Pounds due to the *Glasgow, Paisley, Kilmarnock, and Ayr* Railway Company as herein-before mentioned. Company to pay 10,000*l.* to Trustees of Gorbals Division of Roads, to be applied in discharging Debt on said Roads.

Domicile of
the Company.

XLVII. And be it enacted, That, except when otherwise specially provided, the Domicile of the Company in reference to all judicial Proceedings or Actions at Law shall be held to be in *Glasgow*.

Railway to
be subject to
the Provi-
sions of
1 & 2 Vict.
c. 98.,
3 & 4 Vict.
c. 97.,
5 & 6 Vict.
c. 55., and
7 & 8 Vict.
c. 85.

XLVIII. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament*; and for other Purposes in relation to Railways; be it enacted, That nothing in this Act contained shall be held to exempt the said Railway or the said Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect of the said Railway and Company so far as the same shall be applicable thereto.

Railway not
exempt from
the Pro-
visions of any
future gen-
eral Act.

XLIX. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railway by this or the said recited Acts authorized to be made from the Provisions of any general Act relating to such Bills, or of any general Act relating to Railways, which may hereafter pass during the present 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 authorized by this Act.

Public Act.

L. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such.

LONDON: Printed by GEORGE E. EYRE and ANDREW SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1845.