



CHAPTER lxx.

An Act to confirm a Provisional Order under the Private Legislation Procedure (Scotland) Act 1899 relating to the London and North Eastern Railway. [31st July 1925.] A.D. 1925.

WHEREAS His Majesty's Secretary for Scotland has made the Provisional Order set forth in the schedule hereunto annexed under the provisions of the Private Legislation Procedure (Scotland) Act 1899 and it is requisite that the said Order should be confirmed by Parliament: 62 & 63 Vict. c. 47.

Be it therefore enacted by the King'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:—

1. The Provisional Order contained in the schedule hereunto annexed shall be and the same is hereby confirmed. Confirmation of Order in schedule.

2. This Act may be cited as the London and North Eastern Railway Order Confirmation Act 1925. Short title.

A.D. 1925.

SCHEDULE.

LONDON AND NORTH EASTERN RAILWAY.

Provisional Order to confer further powers upon the London and North Eastern Railway Company to make provision as to the tolls and charges leviable in respect of the Queensferry and Burntisland and Granton Ferry and for other purposes.

WHEREAS by the Act 11 Geo. IV. cap. cxv. intituled "An Act for the further Improvement and Support of the passage across the Frith of Forth called the "Queensferry" certain rates and duties were authorised to be levied at and for the passage of the said ferry (hereinafter referred to as "the Queensferry") :

And whereas in pursuance of the Edinburgh and Glasgow Railway (Queensferry) Act 1863 the Queensferry was in 1867 purchased by the North British Railway Company as successors of the Edinburgh and Glasgow Railway Company :

And whereas by the Act 5 and 6 Vict. cap. xci. intituled "An Act for constructing a Low Water Pier and necessary Works at Burntisland in the County of Fife and establishing a Ferry between the same and Granton in the County of Edinburgh and for improving the Communication between the said Pier and Kinghorn" a ferry between Burntisland and Granton (hereinafter referred to as "the Burntisland and Granton Ferry") was authorised to be established and certain rates were authorised to be taken in respect thereof :

And whereas in pursuance of the Edinburgh and Northern Railway (Burntisland Pier and Ferry) Act 1847 the Edinburgh Perth and Dundee Railway (Consolidation) Act 1851 the Edinburgh Perth and Dundee Railway Act 1861 and the North British Edinburgh

Perth and Dundee and West of Fife Railways Amalgamation Act 1862 the powers in relation to the Burntisland and Granton Ferry were vested in the North British Railway Company: A.D. 1925.

And whereas in pursuance of the Railways Act 1921 the undertaking of the North British Railway Company now forms part of the undertaking of the London and North Eastern Railway Company (in this Order referred to as "the Company"):

And whereas the tolls and charges now being levied in respect of the said ferries do not exceed the tolls and charges which on the thirteenth day of August one thousand nine hundred and twenty-one were directed to be charged in respect thereof by the Minister of Transport upon the advice of the rates advisory committee in pursuance of the Ministry of Transport Act 1919 which tolls and charges now being levied are set forth in the First and Second Schedules to this Order:

And whereas it is expedient that the Company should be empowered to continue to levy in respect of the said ferries tolls and charges not exceeding those specified in the said schedules respectively subject to the provisions for the revision thereof in this Order contained:

And whereas it is expedient that the acquisition of certain lands already acquired by the Company should be sanctioned and confirmed:

And whereas great inconvenience to the public and expense to the Company arise from the periodical closing of private roads and footpaths of the Company in order to prevent the acquisition by prescriptive user of a right of way thereover and it is expedient that the maintenance of a notice in a conspicuous position in any such road or footpath forming an access or approach to any station or goods yard or any harbour dock or pier premises of the Company should be sufficient to prevent such acquisition:

And whereas it is expedient that further powers should be conferred upon the Company with respect to the removal of and dealing with wrecks and other obstructions in or near the harbours and shipping

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A.D. 1925. — places of the Company and that the other powers in this Order mentioned should be conferred :

And whereas the purposes aforesaid cannot be effected without an Order of the Secretary for Scotland confirmed by Parliament under the provisions of the Private Legislation Procedure (Scotland) Act 1899 :

Now therefore in pursuance of the powers contained in the last-mentioned Act the Secretary for Scotland orders as follows :—

Short title. 1. This Order may be cited for all purposes as the London and North Eastern Railway Order 1925.

Tolls and charges in respect of Queens-ferry. 2.—(1) The Company may in respect of the Queens-ferry demand receive and recover tolls and charges not exceeding those specified in the First Schedule to this Order.

(2) The Company may make reasonable charges for all work done services rendered facilities afforded or appliances provided in respect of the said ferry for which no charge is prescribed by this Order.

Tolls and charges in respect of Burntisland and Granton Ferry. 3.—(1) The Company may in respect of the Burntisland and Granton Ferry demand receive and recover tolls and charges not exceeding those specified in the Second Schedule to this Order.

(2) The Company may make reasonable charges for all work done services rendered facilities afforded or appliances provided in respect of the said ferry for which no charge is prescribed by this Order.

Revision of tolls and charges. 4.—(1) If at any time after the first day of January one thousand nine hundred and twenty-seven it is represented in writing to the Minister of Transport (in this section referred to as "the Minister") :—

(a) by the corporation of Edinburgh or the county council of the county of Fife or the county council of the county of West Lothian or by any chamber of commerce or shipping or any representative body of traders or any person who in the opinion of the Minister is a proper person for the purpose; or

(b) by the Company

that under the circumstances then existing all or any of the tolls or charges authorised by this Order should be revised the Minister may if he thinks fit make an order revising all or any of such tolls or charges as aforesaid and may fix the date as from which such order shall take effect and thenceforth such order shall be observed until the same expires or is revoked or modified by a further order of the Minister made in pursuance of this section Provided that before making an order under this section the Minister shall cause an inquiry to be held with reference thereto in pursuance of the Board of Trade Arbitrations &c. Act 1874 as applied by this section.

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(2) No application may be made under this section for a general revision of tolls and charges for the time being authorised under this order within twelve months after the date of an order made by the Minister for a general revision thereof and no application may be made for a revision of any particular tolls or charges within twelve months after the date of an order made by the Minister for a general revision or of any previous application for a revision of the particular tolls or charges in question.

(3) The provisions of Part I of the Board of Trade Arbitrations &c. Act 1874 shall apply for the purposes of this section :—

- (a) as if the Minister were referred to therein in lieu of the Board of Trade; and
- (b) as if in section 4 of the said Act of 1874 the words “under the seal of the Minister of Transport” were substituted for the words “by writing under the hand of the President or of one of the secretaries of the Board.”

(4) An application made to the Minister under this section shall be accompanied by such information and particulars as the Minister may consider relevant certified in such manner as he may require and the Minister and the person holding an inquiry for the purposes of this section may call for such documents and accounts as they may consider relevant and may hear such witnesses as they shall think fit and shall have power to take evidence on oath and for that purpose may administer oaths.

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 —
 Repeal.

5. The following enactments relating to tolls and charges in respect of the Queensferry and the Burntisland and Granton Ferry are hereby repealed:—

Title of Act.	Extent of Repeal.
49 Geo. III. Cap. lxxxiii. -	Sections 47 and 48.
11 Geo. IV. Cap. cxv. -	Sections 44 45 and 46.
The Queensferry Passage Improvement Act 1848	Sections 17 and 19.
The North British (Edinburgh Dunfermline and Perth) Railway Act 1863.	Section 40 (so far as regards traffic not conveyed on the railway) and schedule.
The Edinburgh and Glasgow Railway (Queensferry) Act 1863.	The words in section 31 from and including the words "and may levy thereat" to the end of the section.
5 & 6 Vict. Cap. xci. -	Section 39 and Schedule (B).
The Edinburgh and Northern Railway (Burntisland Pier and Ferry) Act 1847.	Sections 11 and 12.

Confirma-
 tion of
 purchase of
 lands by
 Company.

6. The Company may hold use and appropriate for the purposes of their undertaking the lands described in the Third Schedule to this Order which have already been acquired by them and the expenditure of money by the Company or by any company whose undertaking now forms part of the undertaking of the Company in or about the purchase or acquisition thereof or the works executed thereon is hereby sanctioned and confirmed.

As to rights
 of way over
 roads and
 footpaths.

7.—(1) From and after the commencement of this Order no right of way as against the Company shall be acquired by prescriptive user over any road or footpath in Scotland now or hereafter the property of the Company and forming an access or approach to any station or goods yard or any harbour dock or pier premises of the Company if and so long as the Company maintain in some conspicuous position in such road or footpath a notice stating that the same is a private road or footpath:

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Provided that no such notice shall be effective for the purposes of this section unless at least one month before it is first exhibited the Company give notice in writing (accompanied by a copy of this section) to every town council parish council district committee or where there is no district committee the county council within the jurisdiction of each of which respectively the road or footpath or any part thereof to which the notice relates is situate. Provided also that nothing in this section shall prejudice or affect any public right of way in existence prior to the first exhibition of any such notice.

(2) For the purposes of this section the expression "the Company" means and includes in addition to the Company any joint committee now or hereafter incorporated or constituted by Act of Parliament on which the Company may be represented and as regards any roads and footpaths now or hereafter belonging to the Company jointly with any other company or companies means and includes the Company and such other company or companies.

8.—(1) The Company shall have power and shall be deemed always to have had power to build and fit up houses shops chambers flats offices or any other similar buildings on any lands which have already been or may hereafter be acquired or held by the Company under the powers of this Order or of any previous Act or Order or on or over any station or railway or canal of the Company or any station or railway or canal which they may hereafter erect construct or acquire under any such powers and to hold sell let or otherwise dispose of any interest of or in any buildings or any part or parts of buildings erected or to be erected on any such lands or over any such station or railway or canal of the Company or on the site thereof and also to sell let or otherwise dispose of the right to build on any of the said lands or on or over any such station or railway or canal or upon the sites thereof respectively.

Powers as to building on or over lands.

(2) Every such letting disposition or other dealing shall be for such consideration and on such terms and conditions and generally in such manner as the Company shall think fit and in particular any lease or letting may be for any term or number of years whether in possession

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A.D. 1925. or reversion and the Company may enter into execute and do any contract deed act or thing proper for effectuating any such letting disposition or other dealing as aforesaid.

(3) Any provision in any public or local Act or in any byelaw or in any order or scheme made under the Housing (Scotland) Act 1925 or the Town Planning (Scotland) Act 1925 or any Act repealed by either of those Acts which exempts a railway or any property of a railway company from any of the provisions of such Act byelaw order or scheme or of any other Act byelaw order or scheme shall not apply to any building built or fitted up by the Company under the powers of this section or to the drainage of or any land used for the purposes of any such building and nothing in this section shall exempt any such building from the provisions of any such Act byelaw order or scheme.

(4) Nothing in this section shall relieve the Company their successors or assigns from any covenant condition obligation or restriction imposed by any public or local Act or by any deed or otherwise and attaching to or enforceable against the Company in respect of any lands which have already been or may hereafter be acquired by them.

(5) Nothing in this section shall empower the Company to afford a supply of electricity within or for use within any such building as aforesaid.

(6) For the purposes of this section the expression "the Company" means and includes in addition to the Company any company whose undertaking now forms part of the undertaking of the Company and any joint committee now or hereafter incorporated or constituted by Act of Parliament on which the Company may be represented and as regards any lands stations railways and canals now or hereafter belonging to the Company jointly with any other company or companies means and includes the Company and such other company or companies.

(7) The provisions of this section shall not except with the consent of the corporation of Edinburgh apply to the Waverley Station Edinburgh or to the railway

lines or property in or adjoining Princes Street Gardens A.D. 1925.
Edinburgh.

(8) This section shall apply only to Scotland.

9.—(1) Whenever any vessel is sunk stranded or abandoned in or near the Company's harbours docks piers or riverside quays in Scotland or any approaches thereto the Company may cause that vessel to be raised or removed or to be blown up or otherwise destroyed so as to clear such harbours docks piers riverside quays or approaches therefrom. Removal of stranded or sunken vessels.

(2) The Company may cause any such vessel and any vessel raised or removed by any other authority at the Company's expense and the furniture tackle and apparel thereof or any part thereof respectively which shall be raised or saved and also all or any part of the cargo goods chattels and effects which may be raised or saved from any such vessel to be sold in such manner as they think fit (subject to such notice being given of the intended sale as is prescribed by the first proviso to section 530 of the Merchant Shipping Act 1894) and out of the proceeds of sale may reimburse themselves for the expenses incurred by them under this section or in reimbursing any such other authority as aforesaid and also for any expenses incurred by them in marking buoying watching lighting or otherwise controlling the vessel and shall hold the surplus (if any) of the proceeds of sale in trust for the persons entitled thereto :

Provided always that the Company shall before selling any such cargo goods chattels or effects as aforesaid pay all duties or levies which may be payable to His Majesty in respect of the cargo goods chattels or effects to be sold and they may retain the amount of the duties or levies so paid out of the proceeds arising from the sale of such cargo goods chattels or effects.

(3) If the proceeds of sale are insufficient to reimburse the Company for the aforesaid expenses the Company may recover the deficiency or in case of an appeal under subsection (4) of this section such sum as is awarded by the arbiter to be payable in respect of the deficiency from the person who at the time of the sinking stranding or abandonment of the vessel was the registered

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A D. 1925. owner of the vessel or from the executors or administrators of such owner as a debt in any court of competent jurisdiction.

(4) If on demand being made under this provision for payment of any deficiency the person on whom the demand is made is dissatisfied with the amount demanded he may within fourteen days after the receipt of the demand appeal to the Board of Trade who shall appoint an arbiter to determine and award whether any and if any what sum is payable in respect of the deficiency and the award of the arbiter appointed by the Board of Trade that no sum is payable or as to the sum payable as the case may be shall be conclusive and binding on both parties. The costs of the appeal and the award shall be in the absolute discretion of the arbiter and he shall award and order how those costs are to be borne and paid and any costs so awarded and ordered to be paid by either party may be recovered by the other party in the same manner as the sum payable in respect of the deficiency is recoverable under subsection (3) of this section.

(5) The powers given to the Company by subsection (1) of this section shall not be exercised if the registered owner of the vessel sunk stranded or abandoned shall in the case of a vessel sinking or becoming stranded or abandoned on the entrance sill of any of the Company's harbours or docks immediately or in any other case within twenty-four hours after the vessel shall have been stranded or sunk take such steps as may in the opinion of the Company be necessary for the raising or removal of the vessel and shall thenceforth continuously and diligently and to the satisfaction of the Company prosecute and do all such works and things as may in the opinion of the Company be necessary and proper for the raising and removal of the vessel as speedily as possible.

(6) The provisions of this section shall not be exercised within the limits of the dockyard port of Rosyth except with the consent in writing of the King's harbour master.

(7) The provisions of this section shall not be exercised within the area of the jurisdiction of the Forth Conservancy Board or the Clyde Navigation Trustees

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or the Trustees of the Clyde Lighthouses except with the consent in writing of that Board or those trustees as the case may be under the hand of their clerk and under and subject to such conditions as may be reasonably approved by such officer of that Board or those trustees as may be appointed by them respectively for the purpose.

(8) The powers conferred on the Company by this section shall be in addition to and not in substitution for or derogation of any other powers exercisable by them for or with respect to the removal of wrecks.

(9) For the purposes of this section the expression "the Company" means and includes in addition to the Company any joint committee now incorporated or constituted by Act of Parliament on which the Company are now represented and as regards any harbours docks piers or riverside quays now or hereafter belonging to the Company jointly with any other company or companies and the approaches thereto means and includes the Company and such other company or companies.

(10) Nothing in this section shall have effect so as to prejudice any powers or duties of the Receiver of Wreck under Part IX. of the Merchant Shipping Act 1894.

10. The Company may appropriate and apply to all or any of the purposes or objects of this Order being purposes to which capital is properly applicable any of the moneys which they have raised or are authorised to raise and which may not be required for any purpose to which they are by any existing Act or Order made specially applicable.

Power to
Company
to apply
funds.

11. All costs charges and expenses of and incident to the preparing for obtaining and confirming of this Order or otherwise in relation thereto shall be paid by the Company.

Costs of
Order.

A.D. 1925. The SCHEDULES referred to in the foregoing Order.

THE FIRST SCHEDULE.

TOLLS AND CHARGES LEVIABLE IN RESPECT OF
 QUEENSFERRY.

PART I.

For every—	s.	d.
Motor car seated for not more than three persons.	7	6
Motor car seated for more than three but for not more than ten persons.	10	0
Motor car or motor charabanc seated for more than ten persons.	25	0
Motor cycle car (three wheels) seated for two persons.	5	0
Motor bicycle - - - - -	2	6
Motor bicycle with side-car - - - - -	5	0
Motor tricycle seated for one person - - - - -	3	0
Motor tricycle seated for two persons - - - - -	4	0
Motor van or lorry (inclusive of load if any) -	}	7 6 per ton (Minimum charge of 10 cwt. to be charged as 10 cwt.)
Motor hearse - - - - -		
Motor ambulance van - - - - -	10	0
Ordinary bicycle - - - - -	0	8
Tandem bicycle - - - - -	1	0
Ordinary tricycle - - - - -	1	6
Perambulator or child's mail cart (non-folding).	0	9
Child's mail cart (folding) - - - - -	0	4

The toll or charge for passengers shall in each case be charged in addition to the toll or charge for the vehicle.

PART II.

For every—	s.	d.
Four-wheeled passenger vehicle drawn by one horse mule or ass and for every two-wheeled passenger vehicle.	6	0

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For every—	s.	d.	A.D. 1925.
Four-wheeled passenger vehicle drawn by two or more horses mules or asses :—			—
Seated for not more than six persons -	10	0	
Seated for more than six persons but not more than twelve persons.	15	0	
Seated for more than twelve persons -	20	0	
Wagon or vehicle for carrying goods wares or merchandise :—			
When drawn by one horse mule or ass -	4	0	
When drawn by two or more horses mules or asses.	6	0	

(With an addition of 1s. for every 2 cwt. beyond the first 16 cwt. inclusive of load if any.)

Hearse (horse-drawn) - - - - -	15	0	
Ambulance van (horse drawn) - - - - -	7	6	
Caravan - - - - -	7	6	per ton or fraction of a ton.

A vehicle under this Part of this Schedule shall be charged as a passenger vehicle or as a vehicle for carrying goods wares or merchandise according to the principal purpose for which such vehicle is constructed or ordinarily used and the toll or charge for passengers horses mules and asses shall in each case be charged in addition to the toll or charge for the vehicle.

PART III.

For every—	s.	d.
Saddle horse carriage horse or led horse -	2	6
Cart horse or wagon horse - - - - -	1	6
Stallion - - - - -	7	6
Mule ass cow ox or heifer - - - - -	1	6
Bull - - - - -	2	6
Calf sow or hog - - - - -	0	9
Sheep or goat - - - - -	0	4
Lamb or kid - - - - -	0	3
Dog - - - - -	0	6

The toll or charge for passengers shall be charged in addition to the toll or charge for a horse or other animal.

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PART IV.

For every—	s. d.
Passenger - - - - -	0 7.
Corpse - - - - -	10 0
	(In addition to the toll or charge for hearse or other conveyance.)
Organ (street) on wheels - - - - -	2 6
Barrow (loaded) - - - - -	1 6
Barrow (empty) - - - - -	0 9
For goods wares or merchandise when not carried in a van lorry wagon or other vehicle for which a charge is made either for the load or by weight.	0 10 per cwt.
For parcels:—	
Up to 28 lbs. - - - - -	0 6 each.
Over 28 lbs. but not exceeding 100 lbs. - -	0 9 each.
For luggage - - - - -	The toll or charge for goods wares or merchandise with a free allowance of 100 lbs. for each passenger.
For a special sailing - - - - -	£7 7 0

THE SECOND SCHEDULE.

TOLLS AND CHARGES LEVIABLE IN RESPECT OF BURNTISLAND AND GRANTON FERRY.

PART I.

For every—	s. d.
Motor car seated for not more than three persons.	10 0
Motor car seated for more than three persons but for not more than ten persons.	15 0
Motor car or motor charabanc seated for more than ten but for not more than twenty persons.	30 0
Motor car or motor charabanc seated for more than twenty persons.	35 0

For every—	s. d.	A.D. 1925.
Motor tricar - - - - -	7 6	—
Motor cycle car (three wheels) - - - - -	7 6	—
Motor bicycle seated for one person - - - - -	2 6	
Motor bicycle seated for two persons - - - - -	3 6	
Motor bicycle with side-car - - - - -	5 0	
Motor tricycle seated for one person - - - - -	4 0	
Motor tricycle seated for two persons - - - - -	5 0	
Motor van or lorry (inclusive of load if any) -	{ 10 0 per ton (Minimum charge 10s. fractions of 10 cwt. to be charged as 10 cwt.)	
Motor hearse - - - - -		
Motor ambulance - - - - -	10 0	
Ordinary bicycle - - - - -	1 0	
Tandem bicycle - - - - -	1 6	
Ordinary tricycle - - - - -	2 0	
Perambulator or child's mail cart (non- folding).	0 9	
Child's mail cart (folding) - - - - -	0 4	

The toll or charge for passengers shall in each case be charged in addition to the toll or charge for the vehicle.

PART II.

For every—	s. d.
Four-wheeled passenger vehicle drawn by one horse mule or ass and for every two-wheeled passenger vehicle.	6 0
Four-wheeled passenger vehicle drawn by two or more horses mules or asses :—	
Seated for not more than six persons -	10 0
Seated for more than six but not more than twelve persons.	15 0
Seated for more than twelve persons -	20 0
Wagon or vehicle for carrying goods wares or merchandise :—	
When drawn by one horse mule or ass -	4 0
When drawn by two or more horses mules or asses.	6 0

(With an addition of 1s. for every 2 cwt. beyond the first 16 cwt. inclusive of load if any.)

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For every—	s.	d.
Hearse (horse-drawn) - - - - -	15	0
Ambulance van (horse-drawn) - - - - -	7	6
Caravan - - - - -	7	6

per ton
or fraction of a ton
with a minimum
charge of 15s.

A vehicle under this Part of this Schedule shall be charged as a passenger vehicle or as a vehicle for carrying goods wares or merchandise according to the principal purpose for which such vehicle is constructed or ordinarily used and the toll or charge for passengers horses mules and asses shall in each case be charged in addition to the toll or charge for the vehicle.

PART III.

For every—	s.	d.
Saddle horse carriage horse or led horse - - - - -	2	6
Cart horse or wagon horse - - - - -	1	6
Stallion - - - - -	7	6
Mule ass cow ox or heifer - - - - -	1	6
Bull - - - - -	2	6
Calf sow or hog - - - - -	0	9
Sheep or goat - - - - -	0	4
Lamb or kid - - - - -	0	3
Dog - - - - -	0	6

The toll or charge for passengers shall be charged in addition to the toll or charge for a horse or other animal.

PART IV.

For every—	Cabin.		Steerage.	
	s.	d.	s.	d.
Passenger Single - - - - -	1	0½	0	9
Return - - - - -	1	9	1	6
Corpse - - - - -		15	0	

(In addition to the toll or charge for hearse or other conveyance.)

Organ (street) on wheels - - - - -	2	6
Barrow (loaded) - - - - -	1	6
Barrow (empty) - - - - -	0	9

	<i>s. d.</i>	A.D. 1925.
For goods wares or merchandise when not carried in a van lorry wagon or other vehicle for which a charge is made either for the load or by weight.	0 10 per cwt.	—
For parcels—		
Up to 28 lbs. - - - - -	0 6 each.	
Over 28 lbs. but not exceeding 100 lbs. -	0 9 each.	
For luggage - - - - -		(The toll or charge for goods wares or merchandise with a free allowance of 100 lbs. for each passenger.)
For a special sailing - - - - -	£10 10 0	

THE THIRD SCHEDULE.

DESCRIBING LANDS THE ACQUISITION OF WHICH IS
CONFIRMED.

In the county of Aberdeen—

Lands in the parish of Peterhead on the north side of and adjoining the goods yard at Peterhead Station and of the railway west thereof;

Lands and pertinents in the parish of New Deer known as Bank House Auchnagatt;

Lands and pertinents in the parish of Cruden on both sides of and adjoining Aulton Road Port Erroll including Cruden Bay Golf Course.

In the county of East Lothian—

Lands in the parish of Gladsmuir on the north side of and adjoining the Company's railway at Cantyhall;

Lands in the parish of Athelstaneford on the north-east side of and adjoining East Fortune Station and on the south-west side of and adjoining the Company's railway south-east of that station;

Lands in the parish of Innerwick on the south-west side of and adjoining the goods yard at Innerwick Station;

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Lands in the parish of Inveresk on both sides of and adjoining the Company's railway at Whitehill Level Crossing Newcraighall;

Lands in the parish of Cockpen on the west side of the Company's Edinburgh and Peebles Railway at Polton No. 2 Signal Box and on the east side of the said railway north of Bonnyrigg Station;

Lands and pertinents in the city of Edinburgh—

(a) known as No. 2 Lismore Crescent

(b) known as St. Martins Mayfield Road

(c) comprising the centre dwelling-house on the third flat No. 6 Belhaven Terrace

(d) on the east side of and adjoining the Company's South Leith Branch Railway north of Kings Road Portobello

(e) on the south-west side of and adjoining the Company's Edinburgh and Carlisle Railway at Newcraighall south of the public road from Edinburgh to Musselburgh.

In the county of Fife—

Lands in the parishes of Beath and Ballingry on both sides of and adjoining the Company's Lochore Branch Railway from Kelty Junction to Mary Pit;

Lands in the parish of Beath on both sides of and adjoining the Company's West of Fife Railway and the tramway belonging to the Dunfermline and District Tramways Company;

Lands in the burgh of Inverkeithing on the south-east side of and adjoining the Company's railway east of Naval Base Junction Signal Box;

Lands and pertinents in the Parish of Collessie—

(a) known as Damside Cottage

(b) lying on the south side of and adjoining the public road from Auchtermuchty to Cupar east of Collessie Station

(c) known as Sunnybraes Cottage

(d) on the east side of and adjoining the Company's workshops at Ladybank Station;

Lands and pertinents in the parish of Burntisland known as Kingston Cottage Kirkton.

In the county of Forfar—

Lands in the parish of Craig on the south side of and adjoining the Company's Edinburgh and Montrose Railway west of the public road from Montrose to Usan.

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In the county of Lanark—

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Lands and pertinents in the parish of Old Monkland known as Opencast Cottage Gartgill;

Lands and pertinents in the parish of New Monkland on the north side of and adjoining the public road from Caldercruix to Slamannan south-west of Caldercruix Station.

In the county of Stirling—

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