



ANNO DECIMO QUARTO & DECIMO QUINTO

VICTORIÆ REGINÆ.

Cap. liv.

An Act for making a Railway from the *Edinburgh, Perth, and Dundee* Railway at or near to *Milton* in the Parish of *Leuchars* to the City of *St. Andrews*, to be called "The *St. Andrews* Railway."

[3d July 1851.]

WHEREAS the making of a Railway, leading from the *Edinburgh, Perth, and Dundee* Railway at a Point at or near to *Milton* in the Parish of *Leuchars* in the County of *Fife* to a Point near to the City of *Saint Andrews* in the Parish of *Saint Andrews* and County aforesaid, would be of great public Advantage, by opening an additional, certain, and expeditious Means of Communication between the said Places, and by facilitating Communication with more distant Towns and Places: And whereas the Persons herein-after named are willing, at their own Expense, to carry such Undertaking into execution: And where as it is expedient that the Company hereby to be incorporated shall be enabled to enter into Agreements, as after mentioned, with the *Edinburgh, Perth, and Dundee* Railway Company, incorporated by the several Acts following; that is to say, the Acts (Local and Personal) of the Sixth and Seventh *William* the Fourth, Chapter One hundred and thirty-one;

[Local.]

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Second

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Second and Third *Victoria*, Chapter Fifty-one; Fifth and Sixth *Victoria*, Chapter Ninety-one; Seventh and Eighth *Victoria*, Chapter Eighty-one; Eighth and Ninth *Victoria*, Chapter One hundred and fifty-eight; Ninth and Tenth *Victoria*, Chapter Seventy-two, Chapter Seventy-nine, Chapter One hundred and thirty-six, Chapter One hundred and thirty-eight, and Chapter One hundred and thirty-nine; Ninth *Victoria*, Chapter Fifty-seven; Tenth and Eleventh *Victoria*, Chapter One hundred and fifty-one, Chapter One hundred and fifty-two, Chapter One hundred and ninety-two, Chapter Two hundred and twenty, Chapter Two hundred and thirty-nine, Chapter Two hundred and seventy-four, and Chapter Two hundred and seventy-seven; Eleventh and Twelfth *Victoria*, Chapter Ninety-eight, and Chapter One hundred and twelve; Twelfth *Victoria*, Chapter One hundred and fifteen; and Twelfth and Thirteenth *Victoria*, Chapter seventy-nine; but the various Purposes aforesaid 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,

Provisions of
8 & 9 Vict.
cc. 17. 19. &
33. incor-
porated with
this Act.

I. That 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, shall, so far as not otherwise provided by or inconsistent with this Act, be incorporated with and form Part of this Act.

Short Title.

II. That in citing this Act in other Acts of Parliament and in legal Instruments it shall be sufficient to use the Expression "The *Saint Andrews Railway Act, 1851.*"

Subscribers
incorporated.

III. That *Hugh Lyon Playfair, Alexander Meldrum, William Smith, Andrew Aikman, Robert Haig, and John Brown*, 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, with proper Works and Conveniences belonging thereto, leading from the *Edinburgh, Perth, and Dundee Railway* at a Point at or near to *Milton* in the Parish of *Leuchars* in the County of *Fife*, to a Point near to the City of *Saint Andrews* in the Parish of *Saint Andrews* and County aforesaid, according to the Provisions of the said Acts and of this Act, and for the other Purposes herein and in the said Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Saint Andrews Railway Com-*
pany,"

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pany," 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 said Acts contained.

IV. And whereas the estimated Expense of making the said Rail- Capital.
way is Twenty-one thousand Pounds Sterling: Be it enacted, That the Capital of the Company shall be Twenty-one thousand Pounds Sterling; and the whole thereof, when raised, shall be applicable only to the Purposes authorized by this Act.

V. That the Number of Shares into which the Capital shall be Number and
divided shall be Two thousand one hundred, and the Amount of each Amount of
Share shall be Ten Pounds. Shares.

VI. That Thirty Shillings *per* Share shall be the greatest Amount Calls.
of any One Call which the Company may make on the Shareholders, and Two Months at the least shall be the Interval between successive Calls, and the aggregate Amount of Calls to be made on any One Share in any One Year shall not exceed Six Pounds in the whole.

VII. That it shall not be lawful for the said Company, out of any Interest not
Money by this Act authorized to be raised by Calls in respect of to be paid
Shares, or by the Exercise of any Power of borrowing, to pay Interest on Calls paid
or Dividend to any Shareholder on the Amount of the Calls made in up.
respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein-before contained shall be deemed to prevent the said 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.

VIII. That it shall not be lawful for the said Company, out of any Deposits for
Money by this Act authorized to be raised for the Purposes of such future Bills
Act or Acts, to pay or deposit any Sum of Money which by any not to be
Standing Order of either House of Parliament, now in force or here- paid out of
after to be in force, may be required to be deposited in respect of any the Com-
Application to Parliament for the Purpose of obtaining an Act autho- pany's Capi-
rizing the said Company to construct any other Railway or execute tal.
any other Work or Undertaking.

IX. That it shall be lawful for the Company to borrow on Mort- Power to
gage or Bond any Sums not exceeding in the whole the Sum of borrow
Seven thousand Pounds Sterling, but no Part of such Sum shall be Money.
borrowed

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borrowed until the whole of the said Capital of Twenty-one thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up: Provided always, that the said Capital and the Sums to be borrowed as aforesaid shall be applied solely to the Purposes authorized by this Act.

Arrears may be enforced by Appointment of a Judicial Factor.

X. That it shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of Principal and Interest due on any Mortgages by the Appointment of a Judicial Factor; and in order to authorize the Appointment of such Judicial Factor in the event of the Principal Monies due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Judicial Factor shall be made shall not be less than Seven hundred Pounds in the whole.

First and subsequent General Meetings.

XI. 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 twice in every Year, in the Months of *March* or *April*, and *September* or *October*, as the Directors may appoint; and all Meetings, whether ordinary or extraordinary, shall be held in the City of *St. Andrews*.

Quorum of General Meetings.

XII. That the Quorum of General Meetings of the Company shall be Twelve Shareholders present, personally or by Proxy, holding in the aggregate not less than Two thousand Pounds in the Capital of the Company.

Votes of Shareholders.

XIII. That at all General Meetings of the Company the Scale according to which the Shareholders may vote in respect of their Shares shall be as follows; (that is to say,) for Two Shares or more, but not exceeding Eight Shares, One Vote; for more than Eight Shares, an additional Vote for every Eight Shares to the Extent of One hundred Shares; for more than One hundred Shares, an additional Vote for every Twenty Shares over and above the said One hundred Shares: Provided always, that no Shareholder shall be entitled to vote at any Meeting unless he shall have paid up all the Calls then payable upon the Shares held by him.

Number and Qualification of Directors.

XIV. That the Number of Directors shall be Six, and the Qualification of a Director shall be the Possession in his own Right of Fifteen Shares in the Capital of the Company.

Power to vary the Number of Directors.

XV. That it shall be lawful for the Company to reduce the Number of Directors, provided that the reduced Number be not less than Five,

XVI. That

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XVI. That *Hugh Lyon Playfair, Alexander Meldrum, William Smith, Andrew Aikman, Robert Haig, and John Brown* shall be the First Directors of the Company. First Directors.

XVII. That the Directors hereby appointed shall continue in Office until the First Ordinary Meeting to be held after the passing of this 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 to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body. First Election of Directors.

XVIII. 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 the Directors then retiring from Office, agreeably to the Provisions in the said Companies Clauses Consolidation (*Scotland*) Act contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified, nor 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. Future Directors.

XIX. That if the whole of the Directors of the said Company herein named, or herein-after to be appointed in Terms of the Provisions of this Act, shall resign, or die, or shall from any Cause become disqualified to act, or if so many of them shall so resign, or die, or become disqualified, that the Number of acting Directors shall be reduced below the Quorum hereby appointed, then in that Case it shall be lawful for One or more Shareholders of the Company holding in all not less than Three hundred Shares, by Advertisement for Three successive Weeks in any One of the *Edinburgh* and One of the *Fife* Newspapers, to call a Special General Meeting of the Company, and the Majority of the Shareholders present, personally or by Proxy, at such Meeting, shall and may elect new Directors to act in the Room and Stead of the Directors so dying, or resigning, or becoming disqualified: Provided always, that in electing Directors at the said Meeting it shall be specified in whose Room and Place each of the said Directors is elected, and they shall only retain Office for the same Period as the Directors would have done in whose Room and Place they shall be so elected. As to Election of new Directors in case of Resignation, &c. of those ordinarily elected.

XX. That the Quorum of a Meeting of Directors shall be Three. Quorum of Directors.

[Local.]

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XXI. That

*The Saint Andrews Railway Act, 1851.*Committees
of Directors.

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

Power to
make Rail-
way accord-
ing to de-
posited
Plans, &c.

XXII. And whereas Plans and Sections of the Railway showing the Lines and Levels thereof, and also Books of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of Lands through which the same is intended to pass, have been deposited in the Office of the Principal Sheriff Clerk of the County of *Fife*: 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 Lines and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Line of Rail-
way.

XXIII. That the said Railway shall commence at a Point on the *Edinburgh, Perth, and Dundee* Railway at or near to *Milton* in the Parish of *Leuchars* in the County of *Fife*, and terminate in a Field called the *Sheep Park* on the Farm of *Balgove* near to the City of *Saint Andrews* in the Parish of *Saint Andrews* and County aforesaid, and which Railway and Works shall be made and maintained from, in, through, or into the Parishes of *Leuchars* and *Saint Andrews* in the County of *Fife*.

Junction
with the
Edinburgh,
Perth, and
Dundee
Railway.

XXIV. That as the *St. Andrews* Railway is proposed to join the *Edinburgh, Perth, and Dundee* Railway at or near to *Milton* aforesaid, such Junction shall be made and completed at the Sight and to the Satisfaction of the Engineer for the Time being of the said *Edinburgh, Perth, and Dundee* Railway, and according to a Plan to be approved of by him previously to the Commencement of the Works connected with such Junction.

Lands and
Works of
the Edin-
burgh, Perth,
and Dundee
Railway not
to be inter-
fered with,
without Con-
sent.

XXV. That nothing herein contained shall be held to authorize the said Company to enter upon, purchase, or take any Lands belonging to the said *Edinburgh, Perth, and Dundee* Railway Company, nor to alter or vary the Line or Levels of the said *Edinburgh, Perth, and Dundee* Railway, nor to interfere with the said *Edinburgh, Perth, and Dundee* Railway, except for the Purpose of making and maintaining the Junction before mentioned, and necessary Works connected therewith, without the Consent of the said *Edinburgh, Perth, and Dundee* Railway Company, nor in any Manner to interrupt or interfere with the Traffic passing on the said last-mentioned Railway; and the

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Company hereby incorporated shall bear all Expense of effecting such Junction as aforesaid, and of maintaining, watching, and working the same, and of the necessary Works for preventing Danger, Inconvenience, or Interruption to the Traffic on the said *Edinburgh, Perth, and Dundee* Railway, and shall also, at their own Costs and Charges, construct and for ever after maintain such and so many Switches, Turntables, Sidings, and other Works and Conveniences as may be necessary or convenient in connexion with the said Junction, and for preventing any such Danger, Interruption, or Inconvenience to the Traffic of the said *Edinburgh, Perth, and Dundee* Railway: Provided always, that if any Difference shall arise between the said Two Companies as to the Nature or Necessity of any such Works as aforesaid, the same shall be referred to the Decision of the Board of Trade or Railway Commissioners.

XXVI. That it shall be lawful for the Company to carry the Railway across the Surface of the Road numbered on the Plans deposited as aforesaid, as after mentioned, (that is to say,) in the Parish of *Leuchars* the Road numbered 27. Certain Roads may be crossed on the Surface.

XXVII. That, for the Security of the Public, the Company shall erect and maintain either a Station or Lodge at the Place where the Railway shall cross the before-mentioned Road on the Level; and the said Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Road on the Level, or with regard to the Speed at which Trains shall pass such Road, as may from Time to Time be made by the Commissioners of Railways; and if the said Company shall fail to erect, or at all Times maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the Crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred. Lodges or Stations to be made at level Crossings.

XXVIII. That it shall be lawful for the Commissioners of Railways, if it shall appear to them to be necessary for the Public Safety, at any Time, either before or after the Railway hereby authorized to be carried across the said Road on the Level shall have been completed and opened for public Traffic, to require the Company, within such Time as the Commissioners shall direct, and at the Expense of the Company, to carry the herein-before mentioned Road either over or under the Railway by means of a Bridge or Arch, in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Commissioners best Commissioners of Railways may require a Bridge to be erected in lieu of level Crossing.

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best adapted for removing or diminishing the Danger arising from such level Crossing.

As to crossing the Moultrie Burn.

XXIX. That the said Railway shall be carried across the tidal Water of *Moultrie Burn* near to *Milton*, and about Five hundred and thirty Yards above the Bridge on the Turnpike Road leading from *St. Andrews* to *Leuchars*, on a Timber Bridge or Viaduct, Forty-nine Yards in Length, consisting of Five Arches, each Twenty Feet Four Inches of Span, and Sixteen Feet in Height from the Bed of the said *Moultrie Burn*, or in such other Way as shall be previously approved of by the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty.

As to crossing the River Eden.

XXX. That the Railway shall be carried across the Tide River *Eden* near the *Guard Bridge* above the *Guard Bridge* Quay or Wharf on a Timber Bridge or Viaduct, One hundred and six Yards in Length, consisting of Nine Arches, each of Thirty-two Feet of Span, and Sixteen Feet in Height from the Bed of the said River *Eden*, or in such other Way as shall be previously approved of by the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty.

During Construction of Bridges, and after Completion of Railway, Lights to be exhibited on the same, at Expense of Company.

XXXI. That during the Construction of the said Bridges over the *Moultrie Burn* and River *Eden*, and Works connected therewith, the said Company shall cause to be hung out or exhibited on each of the said Bridges every Night, from Sunset to Sunrise, a Light, to be kept burning by and at the Expense of the Company, for the Navigation and safe Guidance of Vessels; and for ever after the Completion of the said Bridges the said Company shall cause to be hung out or exhibited, upon or near the Centre of each of the said Bridges, every Night, from Sunset to Sunrise, a good and sufficient Light, to be kept burning by and at the Expense of the Company, for the Navigation and safe Guidance of Vessels; and which Lights shall be subject to the Provisions in that Behalf contained in the Harbour, Docks, and Piers Clauses Act, 1847; and in case the said Company shall neglect to exhibit and keep either of such Lights burning as aforesaid, they shall forfeit and pay for every such Neglect the Sum of Ten Pounds.

Penalty for Neglect.

Where Limits of Deviation encroach on tidal Water, no Deviation from central

XXXII. That where the Limits of Deviation of the said Railway encroach on tidal Water, there shall not, in the Construction of the said Railway, be any Deviation from the central Black Line shown on the Plan deposited at the Admiralty, without the previous Assent of

of

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of the said Lord High Admiral or the said Commissioners, signified by Writing under the Hand of the Secretary of the Admiralty.

Black Line on Plan, without Consent.

XXXIII. That if after Working Drawings of the Works hereby authorized shall have been submitted to the Lord High Admiral of the United Kingdom, or to the Commissioners for executing the Office of Lord High Admiral, it shall be deemed expedient by him or them to order a local Survey and Examination of such Works, or of the intended Site thereof, the Company shall defray the Costs of such local Survey and Examination, and the Amount thereof shall be a Debt due to Her Majesty from the Company, and if not paid upon Demand may be recovered as a Debt due to the Crown, with the Costs of Suit.

In case Admiralty order a local Survey of intended Works, &c., the Costs to be defrayed by Company.

XXXIV. That if any Work to be constructed by the Company in or across any tidal Water or navigable River, or if any Portion of the Railway which affects any such Water or River or Access thereto, shall be abandoned, or suffered to fall into Disuse or Decay, it shall be lawful for the Lord High Admiral, or the Commissioners for executing the Office of Lord High Admiral, to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs of Suit.

Works abandoned across tidal Waters may be removed by Admiralty, at Expense of Company.

XXXV. That all the stationary Lights on the said Railway near the Sea Coast, or which could otherwise be seen at Sea, shall at all Times be sufficiently and properly shaded by the Company, with good and sufficient Shades, so that such Lights shall not be visible from the Sea; and for every Default herein the Company shall forfeit and pay a Penalty not exceeding Ten Pounds.

Stationary Lights on Railway near the Sea Coast to be properly shaded.

XXXVI. That the Quantity of Land to be taken by the Company for extraordinary Purposes shall not exceed Three Acres.

Lands for extraordinary Purposes.

XXXVII. 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 Two Years from the passing of this Act.

Period for compulsory Purchase of Lands limited.

XXXVIII. That the Railway shall be completed within Three Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the said 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.

Period for Completion of Works.

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XXXIX. That

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Tolls.

XXXIX. 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,)

Tonnage on Articles of Merchandise.

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

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 the Company, an additional Sum *per Ton per Mile* of not exceeding One Penny:

For all Coal, 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 Merchandise, *per Ton per Mile* not exceeding Twopence Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* of not exceeding One Penny:

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* not exceeding Threepence; and if conveyed in Carriages belonging to 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, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* not exceeding Fourpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* of not exceeding Twopence:

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 the Company, an additional Sum *per Mile* not exceeding Sixpence.

Tolls for Passengers or Cattle.

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

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

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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 Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding Threepence *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 the Company, an additional Sum not exceeding Three Halfpence *per* Mile:

For the Use of Wharfs, Stations, and such like Accommodation, such a reasonable Sum, in addition to the above-mentioned Rates, as to the Company shall seem just: Provided always, that any Party feeling dissatisfied with such additional Sum charged or proposed to be charged by the Company in respect of Wharfs, Stations, and such like Accommodations, may complain thereof in a summary Form to the Sheriff of the County, and the Sheriff shall summon the Company to appear before him by any of their Officers, at a Time and Place mentioned in the said Summons, and upon the Appearance of the Company in manner aforesaid, or in their Absence, shall determine the Sum to be charged by the Company in respect of the Wharfs, Stations, and such like Accommodations to which the Complaint shall relate; and every such Determination of the Sheriff shall be final.

Tolls for the Use of Wharfs, &c.

XL. That the Toll which the Company may demand for the Use of Engines for propelling Carriages 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.

Tolls for propelling Power.

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

Regulations as to the Tolls.

For Articles or Persons conveyed on the Railway for a less Distance than the entire Length of the Line the Company may demand as for the entire Length of the Line, and, in addition to the prescribed Tolls for Conveyance, a reasonable Charge for the Expense of stopping, loading, and unloading:

For a Fraction of a Mile the Company may demand Tolls as for One Mile:

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 or Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

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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.

Tolls for
small Parcels
and Articles
of great
Weight.

XLII. And with respect to small Packages, and single Articles of great Weight, be it enacted, That, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand Tolls following; (that is to say,)

For the Carriage of small Parcels on the Railway, as follows:

For any Parcel not exceeding Seven Pounds in Weight, Fourpence:

For any Parcel not exceeding Fourteen Pounds in Weight, Eightpence:

For any Parcel not exceeding Twenty-eight Pounds in Weight, One Shilling and Fourpence:

For any Parcel not exceeding Fifty-six Pounds in Weight, Two Shillings:

And for Parcels exceeding Fifty-six Pounds in Weight, but not exceeding Five hundred Pounds in Weight, the Company may demand any Sum which they think fit:

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 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 Twelvence *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.

Limiting
Charges for
the Convey-
ance of Pas-
sengers.

XLIII. That it shall not be lawful for the Company to demand or receive any greater Sum in respect of the Carriage of Passengers conveyed on the Railway by this Act authorized than Threepence *per Passenger per Mile* in respect of any Passenger travelling in a First-class Carriage, Twopence *per Passenger per Mile* in respect of any Passenger travelling in a Second-class Carriage, and One Penny Halfpenny *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.

XLIV. That

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XLIV. That every Passenger travelling upon the Railway may take with him 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.

Passengers
Luggage.

XLV. That it shall not be lawful for the 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
Charges for
Conveyance
of Goods.

For Dung, Compost, and all Sorts of Manure, Lime and Limestone, and undressed Materials for the Repair of public Roads or Highways, One Penny Halfpenny *per Ton per Mile*; for Coals, Coke, Culm, Charcoal, and Cinders, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per Ton per Mile Twopence*:

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

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

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 Sevenpence*:

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

For every Ox, Cow, Bull, or Neat Cattle, *per Mile Twopence per Head*:

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

XLVI. That the Restriction as to the Charges to be made for Passengers, Animals, or Goods shall not extend to any special or extra Train.

Restriction
as to Charges
not to apply
to Special
Trains.

XLVII. Provided further, and be it enacted, That nothing herein contained shall be held to prevent the said Company from taking any

Company
may take
increased

[*Local.*]

8 Z

increased

The Saint Andrews Railway Act, 1851.

Charges by Agreement.

increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, by Agreement with the Owners or Persons in charge of such Goods, either in respect of the Conveyance thereof by Passenger Trains, or by reason of any other special Service performed by the said Company in relation thereto.

Power to enter into Contracts with the Edinburgh, Perth, and Dundee Railway for Junction with their Line.

XLVIII. That as the Railway by this Act authorized is intended to form a Junction with the Line of the *Edinburgh, Perth, and Dundee* Railway at a Point at or near to *Milton* in the Parish of *Leuchars* as aforesaid, it shall be lawful for the Company hereby incorporated to enter into any Contracts or Agreements with the said *Edinburgh, Perth, and Dundee* Railway Company for the Passage over or along the said *Edinburgh, Perth, and Dundee* Railway of any Engines, Coaches, Waggons, or other Carriages used by the Company hereby incorporated, upon such Conditions and Restrictions as may be mutually agreed upon between the Companies.

Contracts as to working the Railway.

XLIX. That it shall be lawful for the said *Edinburgh, Perth, and Dundee* Railway Company, and the Company hereby incorporated, to make and enter into any Contracts and Agreements or Arrangements which may by them mutually be deemed necessary and advisable for the working and Use of the Railway by this Act authorized, the Management of the Traffic thereon, and generally for and in respect of all such Matters and Things as may be necessary for the proper and efficient working of the said Railway when completed, on such Terms and Conditions and in such Manner as may be agreed upon by and between the said Companies.

Saving the Rights of the Crown.

L. That nothing contained in this Act, or in the Acts herein recited or referred to, shall extend to authorize the Company to purchase, take, or use any Land or Soil, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, or any Two of them, first had and obtained for that Purpose, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors.

Railway to be subject to the Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict.

LI. 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 present Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her present Majesty, intituled *An Act for*

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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 present 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*; and Two other Acts were passed in the Ninth and Tenth Years of the Reign of Her said Majesty, respectively intituled *An Act constituting Commissioners of Railways*, and *An Act for regulating the Gauge of 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 to the said Railway and Company so far as the same shall be applicable thereto.

c. 55.,
7 & 8 Vict.
c. 85., and
9 & 10 Vict.
cc. 57. 105.

LII. That nothing herein contained shall be deemed or construed to exempt the Railway hereby authorized to be made from the Provisions of any General Act relating to this Act, or of any General Act relating to Railways, or to the better and more impartial Audit of the Railway Accounts, which may 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, or of the Rates and Charges for small Parcels authorized by this Act.

Railway not
exempt from
Provisions
of future
General Acts.

LIII. That nothing herein contained shall extend, or be deemed or construed to extend, to alter, vary, prejudice, or diminish any of the Rights, Powers, Privileges, Franchises, or Authorities vested in the *Edinburgh, Perth, and Dundee* Railway Company by virtue of the Acts relating to such Company or any of them.

Saving
Rights of
Edinburgh,
Perth, and
Dundee
Railway
Company.

LIV. That all Costs, Charges, and Expenses connected with the passing of this Act shall be paid by the Company hereby incorporated.

Expenses of
Act.

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