



ANNO DECIMO SEPTIMO & DECIMO OCTAVO

VICTORIÆ REGINÆ.

Cap. clxxxvii.

An Act to authorize the *Great North of Scotland* Railway Company to divert their Railway, to make a short Branch to the *Victoria Docks* at *Aberdeen*, to enter into Arrangements with the *Aberdeen Harbour Commissioners* and the *Aberdeen Railway Company* with respect to a Tramway to connect the Two Railways; and for other Purposes. [24th July 1854.]

WHEREAS an Act was passed in the Session of Parliament 9 & 10 Vict. held in the Ninth and Tenth Years of the Reign of Her present Majesty, called "The *Great North of Scotland* Railway Act, 1846," and by that Act the said *Great North of Scotland* Railway Company were incorporated, and were authorized to make a Railway from *Aberdeen* to *Inverness*, with Branches to *Banff*, *Portsoy*, *Garmouth*, and *Burghead*: And whereas another Act was passed in the Session of Parliament held in the Fourteenth and Fifteenth Years of the Reign of Her said Majesty, called "The *Great*
[*Local.*] 35 P *North*

c. ciii.

14 & 15 Vict. c. lxxv.

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North of Scotland Railway Amendment Act, 1851,” to amend the said first-mentioned Act: And whereas the Company are proceeding in the Execution of the Powers conferred upon them by the said Acts, and have made great Progress in the Construction of their Railway: And whereas it is expedient that they should be empowered to divert their Railway in the Parishes of *Kinnethmont* and *Rhynie*, and to cross certain Roads on the Level, and to make a short Branch Railway to the *Victoria Dock* at *Aberdeen*: And whereas Plans and Sections of the proposed Works showing the Lines and Levels thereof, and also Books of Reference to the Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and of the Occupiers of the Lands through which the Railways will pass, were deposited in the Month of *November* last with the Principal Sheriff Clerk of the County of *Aberdeen*: And whereas it is expedient that the said recited Acts should be altered, amended, and enlarged; but the several Purposes aforesaid cannot be accomplished without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen’s most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

8 & 9 Vict.
cc. 17., 19.,
& 33. incor-
porated.

I. “The Companies Clauses Consolidation (*Scotland*) Act, 1845,” “The Lands Clauses Consolidation (*Scotland*) Act, 1845,” and “The Railways Clauses Consolidation (*Scotland*) Act, 1845,” shall be incorporated with and form Part of this Act.

Interpreta-
tion of Terms.

II. Where the Words “the Company” are used in this Act the same shall mean “The *Great North of Scotland Railway Company*.”

Power to
construct
new Lines of
Railway ac-
cording to
deposited
Plans.

III. The Company may make and maintain the new or substituted Line of Railway and the Branch Railway herein-after particularly described (with all proper Works, Stations, Approaches, and Conveniences connected therewith) in the Lines and upon the Lands delineated on the said Plans deposited in *November* last, and described in the said Books of Reference, and according to the Levels defined on the Section to those Plans, and the Company may enter upon, take, and use such of the said Lands, Houses, and other Property as shall be necessary for such Purposes.

Describing
the new
Line.

IV. The said new or substituted Line of Railway shall commence in or near a Field or Piece of Ground numbered 68, in the Parish of *Kinnethmont*, on the deposited Plans referred to in the said “*Great North of Scotland Railway Act, 1846*,” about Two Furlongs East of *Laighmuir*, and terminate in or near a Field or Piece of Ground numbered 7, in the Parish of *Rhynie*, on the said deposited Plans,
such

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such new or substituted Line of Railway being situated within the said Parishes of *Kinnethmont* and *Rhynie* in the said County of *Aberdeen*.

The Branch Railway shall diverge from and out of the Main Line of Railway at or near *Kittybrewster* Toll Bar in the said Parish of *Old Machar*, and terminate on the North Side of the *Victoria* Dock at or near the Southern Terminus of the *Aberdeenshire* Canal in the said Parish of *Saint Nicholas* (or the Division of that Parish known as *Saint Clement's* Parish), such Branch Railway being situated within the said Parishes of *Old Machar* and *Saint Nicholas* (or the Divisions of that Parish known as *Greyfriars* Parish, *North* Parish, and *Saint Clement's* Parish,) in the said County of *Aberdeen*.

Describing
Branch.

V. The Railways hereby authorized shall form Part of the Undertaking of the *Great North of Scotland* Railway Company.

To form Part
of Under-
taking.

VI. The Company shall abandon the Formation of so much of the Railway as was authorized by "The *Great North of Scotland* Railway Act, 1846," to be constructed between the said Field or Piece of Ground numbered 68, in the said Parish of *Kinnethmont*, and the said Field or Piece of Ground numbered 7, in the said Parish of *Rhynie*, and all the Powers, Authorities, and Privileges by the said Act granted to the Company for the Construction, Maintenance, or Use of the said Portion of Railway so required to be abandoned shall from and after the passing of this Act cease and determine.

Power to
abandon Part
of Line.

VII. Provided always, That in any Case where before the passing of this Act any Contract has been entered into or Notice given by the Company for purchasing or using any Lands which the Company were empowered to purchase for the Purpose of constructing the Portion of Railway so required to be abandoned as aforesaid, the Company shall make to the Owners or Occupiers of and other Parties interested in such Lands full Compensation for all Injury or Damage sustained by such Owners, Occupiers, and other Parties by reason of such Purchase not being completed pursuant to such Contract or such Notice; and the Amount and Application of such Compensation shall be determined in the Manner provided by "The *Lands Clauses Consolidation (Scotland)* Act, 1845," for determining the Amount and Application of the Compensation to be paid for Lands taken under the Provisions thereof: Provided also, that the Authority hereby given for abandoning the Formation of the said Railway shall not prejudice or affect the Right of the Owner or Occupier of any Lands which the Company were so empowered to purchase as aforesaid to receive from the Company Compensation for any Damage that may have been occasioned by the Entry of the Company upon such Lands

Compensa-
tion to be
made where
Contracts
have been
entered into
or Notices
given.

for

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for the Purpose of surveying and taking Levels, and of probing or boring to ascertain the Nature of the Soil, or of setting out the Line of the Railway, pursuant to the Provisions for that Purpose in "The Lands Clauses Consolidation (*Scotland*) Act, 1845," contained.

Power to cross certain Roads on the Level.

VIII. The Company may construct the said Branch Railway across and upon the Level of the Road numbered Four on the said Plans deposited in *November* last, in the Parish of *Saint Nicholas* (or the Division of that Parish known as *Saint Clement's* Parish).

Power to cross other Roads on the Level.

IX. The Company may construct the Line of the said *Great North of Scotland* Railway authorized by the said "*Great North of Scotland* Railway Act, 1846," across and upon the Level of the public Road in the Parish of *Newhills*, numbered 194 on the deposited Plans referred to in the said last-mentioned Act.

Company to erect Station or Lodge at Point of crossing, and abide by Rules, &c. of Board of Trade.

X. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Point where the said Railways shall cross the before-mentioned Roads on the Level; and the Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Board of Trade; and if the Company shall fail to erect and at all Times to maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend the Crossing at such Point or Station, or to observe or abide by any such Rules or Regulations 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 be continued after such Penalty of Twenty Pounds shall have been incurred.

Board of Trade may require Bridges in lieu of level Crossings.

XI. It shall be lawful for the Board of Trade, if it shall appear to them necessary for the Public Safety, at any Time either before or after the Railways hereby authorized to be made shall have been completed and open for public Traffic, to require the Company within such Time as the said Board of Trade shall direct, and at the Expense of the Company, to carry the herein-before mentioned Roads, or any or either of them, either under or over the Part of the Line of the Railway which shall be crossed thereby respectively, 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 Board of Trade the best adapted for removing or diminishing the Danger arising from such level Crossings, or any or either of them.

XII. It

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XII. It shall be lawful for the Company, for the Purpose of carrying the Roads numbered as after mentioned on the Plans deposited as aforesaid in *November* last, over, under, or across the said Branch Railway, to alter the Inclinations of the said Roads to such an Extent as they may think fit, not exceeding the Inclinations following respectively ; (that is to say,)

Regulating the Inclinations of certain Roads.

The Road numbered 22 in the Parish of *Saint Nicholas, Saint Clement's* Parish, not steeper than One in Fifteen ;

The Road numbered 19 in the Parish of *St. Nicholas, South* Parish, not steeper than One in Twelve ; and

The Road numbered 14 in the Parish of *Old Machar* not steeper than One in Fifteen.

XIII. Where the Railway cuts off or will cut off Access to and from the Shore, all such Crossings for Foot Passengers, Horses, Carts, Waggon, and Carriages over or under the Railway or Work intended for the Railway shall, during the Formation of the Line of Railway, and from Time to Time thereafter, be made and maintained by the Company, as the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral shall at any Time or Times deem necessary.

Company to secure Access to the Shore to the Satisfaction of the Admiralty.

XIV. It shall not be lawful for the Company where the Limits of Deviation extend below High-water Mark to construct any Work Riverward of the Black continuous Line of Way on the Parliamentary Plan, or to construct any Work below High-water Mark at ordinary Spring Tides, without the previous Consent of 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 for the Time being, to be signified in Writing under the Hand of the Secretary of the Admiralty, and then only according to such Plan and under such Restrictions and Regulations as the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral may approve, such Approval being signified as last aforesaid ; and where any such Work shall have been constructed it shall not be lawful for the Company at any Time to alter or extend the same without obtaining previously to making any such Alteration or Extension the like Consent or Approval ; and if any such Work shall be commenced or completed, or be altered or extended, contrary to the Provisions of this Act, it shall be lawful for the said Lord High Admiral, or the said Commissioners for executing the Office of Lord High Admiral, to abate, alter, and remove the same, 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 below High-water Mark not to be constructed without the Consent of the Admiralty.

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XV. If

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Admiralty
may order
Inspection of
Works at
Cost of Com-
pany.

XV. If at any Time or Times it shall be deemed expedient by the Lord High Admiral of the United Kingdom, or the Commissioners for executing the Office of Lord High Admiral, to order a local Survey and Examination of any Works of the Company in, over, or affecting any tidal Water or navigable River, or requiring the previous Consent of the Lord High Admiral or the said Commissioners, or of the intended Site thereof, the Company shall defray the Costs of every 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, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Works, af-
fecting tidal
Waters,
abandoned
may be re-
moved by
Admiralty
at Expense
of Company.

XVI. If any Work to be constructed by the Company in, under, over, through, or across any tidal Water or navigable River, or requiring the previous Consent of the Lord High Admiral or the said Commissioners, or if any Portion of any such Work which affects or may affect 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.

Commission-
ers of Aber-
deen Har-
bour to lay
Rails on the
Quays.

XVII. And whereas by an Act passed in the Sixth and Seventh Years of the Reign of Her present Majesty, intituled *An Act for improving and maintaining the Harbour of Aberdeen*, the Commissioners under the said Act are authorized to lay down, complete, and maintain One or more Lines of Rails on or over the Works erected or to be erected by them, and to charge, receive, and recover from all such Persons as shall use the said Rails either such Rates as shall be agreed upon between them and the said Commissioners for the Use of such Rails, or such Rates as shall from Time to Time be fixed by the said Commissioners as the Rates to be paid by the Persons using such Rails: And whereas it has been agreed by and between the said Commissioners and the *Great North of Scotland Railway Company* and the *Aberdeen Railway Company* that the Rails, Sidings, and Turn-tables, described on a Plan thereof prepared by Mr. *James Abernethy*, Civil Engineer, with reference to this Act, shall be laid along and upon the Quays of the said Harbour and of the *Victoria Dock*, for the Accommodation of the Traffic of the said Companies between the Termini at *Aberdeen* of their respective Railways and of their general Traffic to the said Harbour, and also for the Accommodation

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dation of other Railway Companies and of the Public, in manner and subject to the Conditions and Provisions herein-after mentioned: Be it enacted, That the said Commissioners shall at their own Expense, and within Six Months from and after the passing of this Act, lay and construct the Lines of Railway, Sidings, and Turn-tables described on the said Plan, and in conformity therewith, along the *Trinity Quay, Regent Quay, and Part of the Waterloo Quay*, between the Points marked on the said Plan A, B, C, and shall connect the said Rails or permit the same to be connected with the Lines of the *Great North of Scotland Railway* and the *Aberdeen Railway* for the Use and Accommodation of the Traffic of the said Railways, and also for the Use and Accommodation of Traders and other Persons using the said Harbour, Dock, and Quays, and of any other Railway Companies that may hereafter form a Connexion with the said Rails under the Sanction of the said Commissioners.

XVIII. It shall be lawful for the said Commissioners, for and during the Five Years next ensuing after the Completion of the said Lines of Rails and other Works described on the said Plan between the said Points marked A, B, C, to demand and receive from the *Great North of Scotland Railway Company* and the *Aberdeen Railway Company*, and the *Great North of Scotland Railway Company* and the *Aberdeen Railway Company* shall be bound jointly and severally to pay to the said Commissioners, an annual Sum or yearly Rent amounting to Seven Pounds Ten Shillings *per Centum* upon the Principal Sum expended by the said Commissioners in the Formation and Construction of the said last-mentioned Lines of Rails and other Works, as the said Expenditure shall be certified by the Engineer or Treasurer to the said Commissioners, whose Certificate shall be conclusive Evidence of the Sums therein specified having been duly expended in the Construction of the said Lines of Rails and other Works; and the said Rent shall be payable yearly, commencing the First Payment thereof at the Term of *Whitsunday* or *Martinmas* which shall first happen One Year after the said Lines of Rails and other Works shall have been completed and ready for Traffic for the Period between such Completion and the said first-mentioned Term of Payment.

Rent to be paid to Commissioners of Aberdeen Harbour by the Railway Companies for the Use of the Rails.

XIX. On the Expiration of Five Years after the First Term of Payment of the said Rent it shall be competent to the said Commissioners or the said Railway Companies, or either of them, to require a Revision and Re-adjustment of the Rent to be paid for the Five succeeding Years, and if the said Parties shall not agree as to the Amount of Rent to be paid for such Five succeeding Years, then and in that Case it shall be in the Power of the said Commissioners or of the said Railway Companies, or either of them, to require that the Amount of the said Rent for the said Period shall be fixed and determined

Power to Commissioners or Railway Companies to require a Revision of Rent periodically.

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determined by Arbitration in the Manner provided by "The Railways Clauses Consolidation (*Scotland*) Act, 1845," with respect to the Settlement of Disputes by Arbitration; and on the Expiration of every Period of Five Years thereafter the said Rent may be revised and adjusted as herein provided, and the Rent so fixed and determined shall be payable as herein provided for the Period of Five Years succeeding each such Revision and Re-adjustment.

Notice of Revision to be given.

XX. Notice of such Revision being required shall be given in Writing by the said Commissioners to the said Railway Companies, or by the said Railway Companies or either of them to the said Commissioners, at least Six Months previous to the Expiration of each such Period of Five Years, and in the event of no such Notice being given the Rent payable for the preceding Five Years shall be paid by the said Companies to the said Commissioners for the succeeding Five Years.

Commissioners to lay additional Rails when required by Railway Companies.

XXI. It shall be lawful for the said Commissioners from Time to Time at their own Expense to lay down and construct along and upon the said Quays such of the additional Rails, Sidings, and Turntables described in the said Plan as may appear to them to be necessary or expedient, or as shall be required by the said Railway Companies or either of them; and the said Railway Companies shall be bound jointly and severally to pay to the said Commissioners an additional Rent, at the Rate of Seven Pounds Ten Shillings *per Centum per Annum*, on the Amount expended in the Construction of such additional Rails and other Works to be certified as before mentioned, and which additional Rent shall be payable yearly at the same Term and shall be subject to Revision and Re-adjustment in the same Manner as is herein-before provided with respect to the Rent for the Lines of Rails and other Works between the said Points A, B, C: Provided always, that the Sums to be expended by the said Commissioners in laying down and constructing the whole Rails and other Works described on the said Plan shall not in all exceed the Sum of Seven thousand five hundred Pounds.

Rails to be maintained by and to be under the Control of the Commissioners.

XXII. The whole Rails, Sidings, and Turntables to be laid down by the said Commissioners along and upon the said Quays as herein-before provided shall be upheld and maintained by them at all Times in an efficient and serviceable Condition; and the said Commissioners shall have the sole Management and Control of the said Rails and other Works and the Regulation of the Traffic thereon, and shall have full Power to make such Rules, Regulations, and Byelaws in regard thereto and to the Management thereof as the said Commissioners shall from Time to Time consider to be necessary and expedient; and such Rules, Regulations, and Byelaws shall be obligatory

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obligatory upon the said Railway Companies and all other Companies or Persons using the said Rails: Provided always, that such Rules, Regulations, and Byelaws shall not be inconsistent with the free and, as far as practicable, the uninterrupted Use of the said Rails between the Termini of the said Railways.

XXIII. The whole Traffic on the Rails to be laid down and maintained by the said Commissioners shall be drawn and conveyed by Horse Haulage only, and it shall not be lawful for the said Railway Companies or either of them, or for any other Company or Person, to use Locomotive Engines on the said Rails, or to take any Carriages or Waggon along the said Rails at a greater Speed than Five Miles an Hour, without the Consent of the said Commissioners.

Traffic to be conveyed by Horse Haulage only.

XXIV. The *Great North of Scotland* Railway Company and the *Aberdeen* Railway Company, and any other Railway Company who may use the said Rails, may from Time to Time fix and determine by Agreement between themselves the Proportions in which the Rent for the Time being payable to the said Commissioners shall be divided and paid by and between the said Companies, and failing the said Companies entering into such Agreement, the Matter shall be settled by Arbitration between the said Companies in the Manner provided by the "Railways Clauses Consolidation (*Scotland*) Act, 1845," with respect to the Settlement of Disputes by Arbitration, provided that upon such Settlement by Arbitration the same shall continue and subsist for a Period of not less than Twelve Months; and in the event of any other Railway Company or Railway Companies desiring to use the said Rails, such Company or Companies shall pay to the *Great North of Scotland* Railway Company and the *Aberdeen* Railway Company such Proportion of the said Rent as may be agreed upon by and between the said several Companies, or as shall be fixed by Arbitration between the *Great North of Scotland* Railway Company and the *Aberdeen* Railway Company and such other Company or Companies in manner before provided.

Railway Companies may fix Proportions of Rent payable by them.

XXV. Notwithstanding anything in this Act contained, it shall be lawful for the said Commissioners, under the Powers conferred on them by the said Act relating to the Harbour of *Aberdeen*, to lay down from Time to Time and to maintain such Lines of Rails, Sidings, Turn-tables, and other Works in addition to the Rails and other Works described on the said Plan as they may consider necessary or expedient, and to demand and recover from all Companies and Persons using any of the Rails, Sidings, Turn-tables, or other Works laid down on or along the said Quays such Rates or Duties as shall be agreed upon or fixed in Terms of the said Act, and such Rates or Duties shall be applied for the Purposes of the said Act: Provided

Commissioners may lay down additional Rails and charge Rates.

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always,

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always, that it shall not be lawful for the said Commissioners to demand or recover from the *Great North of Scotland Railway Company* or the *Aberdeen Railway Company*, or any other Railway Company, any Rates or Duties for the Use of any Rails or other Works described on the said Plan, and for or in respect of which Rent is payable by the said Companies under the Provisions of this Act.

Harbour and Property not to be taken or interfered with.

XXVI. Nothing in this Act contained shall authorize the *Great North of Scotland Railway Company* or the *Aberdeen Railway Company* to take or interfere with the said Harbour, Dock, Quays, or Wharfs, or any Portion thereof, or any Land belonging to the said Commissioners and connected with the said Harbour, without the Consent in Writing of the said Commissioners first had and obtained.

Land for extraordinary Purposes.

XXVII. The Company may purchase any Quantity of Land for extraordinary Purposes not exceeding Two Acres in addition to the Land which they are at present or which by any other Act to be passed in the present Session they may be authorized to take for such Purposes.

Period for the Completion of the Works.

XXVIII. The Works hereby authorized shall be completed within Four Years from the passing of this Act, and on the Expiration of such Period the Powers by this Act granted to the Company for executing such Works, or otherwise in relation thereto, shall cease to be exercised except as to so much thereof as shall then be completed.

Revision and Alteration of Tolls.

XXIX. And whereas by the said "*Great North of Scotland Railway Act, 1846*," it is enacted and declared that it shall not be lawful for the Company to charge more than One Halfpenny *per Ton per Mile* in respect of all Dung, Compost, and all Sorts of Manure, Lime, and Limestone, and all undressed Materials for the Repair of public Roads or Highways, conveyed upon their Railways, including the Charges for the Use of Carriages, Waggon, or Trucks, and for Locomotive Power, and all other Charges incidental to such Conveyance: And whereas such Sum of One Halfpenny was by Error inserted in the said Act instead of the Sum of One Penny Halfpenny: Be it enacted, That the Company shall in future be entitled to charge One Penny Halfpenny *per Ton per Mile* in respect of the before-mentioned Commodities passing over any Part of their Railways.

Tolls upon new Railways.

XXX. The Company may demand and receive for and in respect of the Railways hereby authorized the same Tolls and Charges as they are authorized to demand and receive by the said "*Great North of Scotland Railway Act, 1846*," as by this Act amended, and the said Railways hereby authorized shall, for the Purposes of the said Tolls, be Part of the said *Great North of Scotland Railway*.

XXXI. Pro-

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XXXI. Provided always, That the maximum Tolls and Charges to be made by the Company in respect of the Traffic carried upon the said Railways shall in no Case exceed the maximum Tolls and Charges authorized to be taken by the said Act as amended by this Act.

Maximum
Tolls.

XXXII. It shall be lawful for the Company to apply towards the Purposes of this Act any of the Monies which they are already authorized to raise.

Application
of Monies.

XXXIII. It shall not be lawful for the Company, out of any Money by any Act relating to the Company authorized to be raised for the Purposes of such Act or Acts, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament, now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Deposits for
future Bills
not to be paid
out of Com-
pany's Ca-
pital.

XXXIV. 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 Mails by Railways*; 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 then present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Ninth and Tenth Years of the Reign of Her present Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the Fifteenth Year of the same Reign, intituled *An Act to repeal the Act for constituting Commissioners of Railways*: Be it enacted, That nothing in this Act contained shall be held to exempt the Company or their Railways from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railways so far as the same shall be applicable thereto.

Railways
and Com-
pany to be
subject to
Provisions of
1 & 2 Vict.
c. 98,
3 & 4 Vict.
c. 97.,
5 & 6 Vict.
c. 55.,
7 & 8 Vict.
c. 85.,
9 & 10 Vict.
c. 57., and
14 & 15 Vict.
c. 64.

XXXV. Nothing herein contained shall be deemed or construed to exempt the Railways by this or the said recited Acts authorized to be made from the Provisions of any General Act relating to such Acts, or of any General Act relating to Railways or to the better and more impartial Audit of the Accounts of Railway Companies, now in force, or which may hereafter pass during this or any future Session of Parliament,

Railway
not exempt
from Provi-
sions of fu-
ture General
Acts.

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liament, or from any future Revision and Alteration under the Authority of Parliament of the maximum Rates of Fares and Charges authorized by this Act or the said recited Acts, and of the Rates for small Parcels.

Expenses of Act.

XXXVI. All the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, or preparatory or incident thereto, shall be paid and discharged by the Company.

Short Title.

XXXVII. In citing this Act it shall be sufficient to describe it as "*The Great North of Scotland Railway Amendment Act, 1854.*"

LONDON :

Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1854.