



ANNO VICESIMO NONO & TRICESIMO

VICTORIÆ REGINÆ.

Cap. clxxxix.

An Act for vesting the Undertaking of the *Cockermouth and Workington* Railway Company in the *London and North-western* Railway Company; and for other Purposes. [16th July 1866.]

WHEREAS the *Cockermouth and Workington* Railway Company (herein-after called "the *Cockermouth* Company") were incorporated by "The *Cockermouth and Workington* Railway Act, 1845," and were by that Act, and by "The *Cockermouth and Workington* Railway Act, 1849," and "The *Cockermouth and Workington* Railway Act, 1863," or some of them, authorized to construct a Railway from *Cockermouth* to *Workington*, with Branches to *Bridgefoot* and to the *Whitehaven* Junction Railway, and to raise by the Creation of Shares the Sum of One hundred and thirty-one thousand five hundred Pounds, and by borrowing the Sum of Forty-three thousand eight hundred and thirty-two Pounds: And whereas the Share Capital of the *Cockermouth* Company now consists of One hundred thousand Pounds Original Capital, and of Twenty-nine thousand Pounds Preference Capital, and their Debenture Debt amounts to Forty-three thousand Pounds: And whereas the Railway of the *Cockermouth* Company forms a Junction at *Cockermouth* with the *Cockermouth, Keswick, and Penrith* Railway, which the *London and*

8 & 9 Vict.
c. cxx.

12 & 13 Vict.
c. cccxlii.

26 & 27 Vict.
c. xlii.

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

North-western Railway Company (herein-after called the *North-western* Company) are Subscribers to and work over, under the Authority of Parliament, and there subsists between the Undertakings of the Two Companies a close Connexion for the Purposes of Traffic, and it would conduce to the public Convenience if the Undertaking of the *Cockermouth* Company were vested in the *North-western* Company, and both Companies are desirous that such a Vesting should be effected upon the Conditions in this Act contained: And whereas it is expedient that the *North-western* Company should be authorized to create additional Capital in their Undertaking for the Purposes of this Act: And whereas it is expedient that the Time limited by the thirdly before-recited Act for the compulsory Purchase of certain Lands required for the Purposes of widening and enlarging the Railway of the *Cockermouth* Company, as by that Act authorized, should be extended: And whereas the Objects 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:

Short Title.

1. This Act may be cited for all Purposes as "The *London and North-western* Railway (*Cockermouth and Workington* Railway Transfer) Act, 1866."

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

2. Part II. (relating to Extension of Time) and Part V. (relating to Amalgamation) of The Railways Clauses Act, 1863, except where expressly varied by this Act, are incorporated with and form Part of this Act.

Defining
Undertaking
of Cocker-
mouth
Company.

3. The Undertaking of the *Cockermouth* Company to which the Provisions of this Act apply is hereby declared to be the several Railways, Branches, Extensions, Stations, Sidings, Approaches, Buildings, fixed Plant, and all other Works, whether complete or incomplete, and all the Land, and all other the Property, Estate, Monies, and Assets, whether real or personal (except only as by this Act excepted), Rights, Powers, and Privileges which on the First Day of *July* One thousand eight hundred and sixty-five belonged to or were vested in the *Cockermouth* Company, and also the Rights, Interests, or Estate which the same Company possesses in any Railways, Stations, or Works, jointly or in common with any other Company, and also all Rights, Powers and Privileges, Interest or Estate, which they enjoy or are entitled to exercise over other Undertakings.

4. Upon

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

4. Upon and from the passing of this Act the *Cockermouth* Company shall be dissolved, excepting for the Purpose of winding up its Affairs; and its Undertaking as herein-before defined, and all its Estate, Right, Title, and Interest in and to the said Undertaking, and all the Rights, Privileges, Easements, Powers, and Authorities incident to or affecting the same, shall, subject to the existing Charges, Debts, Leases, Covenants, Contracts, Obligations, and Liabilities of the said Company then affecting the same, become and be absolutely vested in the *North-western* Company, and shall and may be held, possessed, enjoyed, and used, exercised, and executed by the last-mentioned Company in the same Manner and to the same Extent as they respectively were or could or might, if this Act had not passed, have been held, possessed, enjoyed, used, exercised, or executed by the *Cockermouth* Company; and thereupon and thenceforth the Undertaking of the *Cockermouth* Company shall become Part of the Undertaking of the *North-western* Company, and shall be called and known by the Name of "the *London and North-western* Railway:" Provided always, that all Monies in the Hands of the *Cockermouth* Company on the Thirtieth Day of *June* One thousand eight hundred and sixty-five, and all Monies due to them on that Day, or which have come to their Hands since that Day by borrowing or by raising further Capital, or by Payments made to them by the *North-western* Company on account of all Stores and Materials purchased out of the Revenue of the *Cockermouth* Company, shall belong to the *Cockermouth* Company; and on the other hand the *Cockermouth* Company shall pay all Debts other than their Mortgage Debt, not exceeding Forty-three thousand Pounds, which were owing by them on that Day.

Dissolution thereof, and vesting of its Undertaking in the *North-western* Company.

5. As from the Thirtieth Day of *June* One thousand eight hundred and sixty-five the *North-western* Company shall be liable to pay and shall pay the Interest accruing after that Day on the Mortgages of the *Cockermouth* Company, such Mortgages not exceeding in the whole the Sum of Forty-three thousand Pounds, and from and after the passing of this Act the *North-western* Company shall also be liable to pay and shall pay off or renew or otherwise satisfy those Mortgages when and as they become payable.

Providing for Payment of Mortgages.

6. As from the Thirtieth Day of *June* One thousand eight hundred and sixty-five the *North-western* Company shall also be liable to pay and shall pay the Dividends accruing from that Date on the Preference Shares of the *Cockermouth* Company at the respective Rates now secured to such Shares, such Preferential Shares not exceeding in the whole the Sum of Twenty-nine thousand Pounds.

Payment of Dividends on Preference Shares.

7. As

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

Dividends on Ordinary Shares.

7. As from the Thirtieth Day of *June* One thousand eight hundred and sixty-five, the *North-western* Company shall also be liable to pay and shall pay to every Holder of the Ordinary Shares of the *Cockermouth* Company (such Ordinary Shares not exceeding in the whole the Sum of One hundred thousand Pounds), Dividends at the following Rates, namely :

For the Eighteen Months ending on the Thirty-first Day of *December* One thousand eight hundred and sixty-six, at the Rate of Seven Pounds *per Centum per Annum* upon the Amount of the Shares held by him :

For the Year ending on the Thirty-first Day of *December* One thousand eight hundred and sixty-seven, at the Rate of Eight Pounds *per Centum per Annum* :

For the Year ending on the Thirty-first Day of *December* One thousand eight hundred and sixty-eight, at the Rate of Nine Pounds *per Centum per Annum* :

And for every subsequent Year at the Rate of Ten Pounds *per Centum per Annum*.

Revenue of the *Cockermouth* Company to belong to the *North-western* Company.

8. As from the Thirtieth Day of *June* One thousand eight hundred and sixty-five, all the Tolls, Rates, Rents, and Revenue of the *Cockermouth* Company which shall have accrued from that Day shall belong to and be the Property of the *North-western* Company.

Dividends on *Cockermouth* Company's Shares to be paid half-yearly.

9. The Dividends payable to the Holders of Shares in the *Cockermouth* Company shall be paid half-yearly in equal Portions on the Days on which the half-yearly Dividends on the Ordinary Shares or Stock of the *North-western* Company are paid, and shall be paid without any Deduction, except for Income Tax.

Dividend on Shares to be paid by the *North-western* Company out of their General Funds and subject thereto to be the First Charge on the *Cockermouth* and *Workington* Undertaking.

10. The Dividends payable under this Act to the Holders of the Preferential Shares in the *Cockermouth* Company, or to the Holders of *London and North-western (Cockermouth and Workington)* Railway Stock, to be created under the Authority of this Act, in substitution for the same, and the Dividends payable under this Act to the Holders of the Ordinary Shares of the *Cockermouth* Company, or to the Holders of *London and North-western (Cockermouth and Workington)* Railway Stock, to be created under the Authority of this Act in substitution for the same respectively, shall as from the Thirtieth Day of *June* One thousand eight hundred and sixty-five be fixed guaranteed perpetual Dividends, and be paid by the *North-western* Company out of their general Funds accordingly, and subject and without Prejudice, and not so as to qualify, lessen, or abridge the Liability of the *North-western* Company to pay the same in accordance with their Guarantee, such Dividends respectively as from the said Thirtieth Day of *June* One thousand eight hundred and sixty-five, so far as not paid

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

paid or satisfied by the *North-western* Company out of their general Funds shall respectively in accordance with their respective Priorities be the First Charge on the Undertaking of the *Cockermouth* Company hereby vested in the *North-western* Company, and on the gross Revenues therefrom, subject only to the Mortgages of the *Cockermouth* Company, and to the other Charges which on the Thirtieth Day of *June* One thousand eight hundred and sixty-five affected such Undertaking; and all Payments of Dividends in respect of the Preferential and Ordinary Shares of the *Cockermouth* Company, and of Interest on the Mortgages of the *Cockermouth* Company made by the *North-western* Company before the passing of this Act, shall be as valid as if this Act had been passed on the First Day of *July* One thousand eight hundred and sixty-five.

11. Any Proprietor of Shares in the *Cockermouth* Company who shall send or deliver the Certificate for such Shares to the Secretary of the *North-western* Company, at the Principal Office of that Company, to be exchanged and cancelled, shall on and after the First Day of *December* One thousand eight hundred and sixty-six receive in the Stead of such Certificate another Certificate for Stock of the same nominal Value in the *North-western* Company, which Certificate shall bear the Name of "*London and North-western (Cockermouth and Workington) Railway Stock*," and shall bear also the Name or Quality of such Stock, and shall entitle the Holders thereof to the Dividends payable half-yearly attaching to such Stock according to the Provisions herein-before contained: Provided always, that until such Exchange the Certificates for Shares in the *Cockermouth* Company shall have and possess the same Rights and Advantages as would be incident to such Certificates if they had been issued under the Provisions of this Enactment.

Providing for Exchange of Certificates.

12. The Proprietors of *London and North-western (Cockermouth and Workington) Railway Stock* shall not be entitled to vote or otherwise take Part in the Meetings of the *North-western* Company.

Proprietors of *Cockermouth* Stock not to vote.

13. The *North-western* Company may for the Purposes of the Conversion by this Act authorized create and issue new Shares of Stock in their Undertaking, bearing the several Rates of Dividend as by this Act prescribed.

North-western Company may issue new Shares or Stock, &c.

14. Any Dividend payable under the Provisions of this Act by the *North-western* Company to the Holders of Shares in the *Cockermouth* Company or of *London and North-western (Cockermouth and Workington) Railway Stock*, shall not prejudice or affect any Preference or Priority in the Payment of Interest or Dividend on any Shares or Stock which may have been previously granted by the

Saving existing Preference Shares of *North-western* Company.

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

North-western Company by or in pursuance of, or which may have been confirmed by, any Act of Parliament passed prior to this Act, or which may otherwise be lawfully subsisting.

Provision as to outstanding Debts of Cockermouth Company.

15. The *North-western* Company may apply their Corporate Funds in the Discharge of any Debts or Liabilities which they may have paid or shall hereafter pay on account of the *Cockermouth* Company, and may from Time to Time deduct the Amount of all Sums so paid by them, other than the Mortgage Debts, Interest, and Dividends by this Act made payable by the *North-western* Company, rateably out of the Dividends payable to the Holders of Ordinary Shares in the *Cockermouth* Company, or, as the Case may be, of the *North-western (Cockermouth and Workington)* Railway Stock issued and created under the Authority of this Act in the Stead of such Ordinary Shares.

Shareholders of Cockermouth Company may act as Committee.

16. Notwithstanding the Dissolution of the *Cockermouth* Company the *North-western* Company may, if they think fit, nominate and appoint any of the Holders of Shares in the *Cockermouth* Company or of the *London and North-western (Cockermouth and Workington)* Railway Stock, not exceeding Five in Number, to act as a Committee for managing the Affairs of the *Cockermouth* Railway and Branches and the Traffic thereon; and may delegate to that Committee all or any of the Powers and Duties which under the Acts relating to the *Cockermouth* Company might have been delegated by the Directors of that Company to Committees of their Body.

Vacancies to be supplied.

17. The *North-western* Company may from Time to Time revoke any such Nomination, and may supply any Vacancy that may arise in the Number of such Committee, either by reason of such Revocation, or by Death, Resignation, Incapacity to act or otherwise, by the Nomination of any other Person being a Holder of Shares in the *Cockermouth* Company, or of Shares or Stock issued or created in lieu thereof under the Authority of this Act.

Limit of Tolls for Minerals.

18. From and after the passing of this Act the Tolls which may be demanded and taken for all Stone, Iron Ore, Ironstone, and Coke conveyed on the *Cockermouth* Company's Railway, Branches, and Sidings, or any Part thereof, shall not exceed Twopence per Ton per Mile, including the Toll for the User of the Railway and the Charges for the User of Engines and Carriages.

Short-distance Clause.

19. Notwithstanding any Clause or Provision contained in the several Acts relating to or authorizing the *Cockermouth* Company, no greater Fare or Toll than for a Distance of Three Miles shall be charged or taken in respect of any Passengers, Animals, Minerals, and Goods,

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

Goods, or other Traffic conveyed for a less Distance than Three Miles over the Line of the *Cockermouth* Railway; and no other Short-distance Charge shall be made for the Conveyance of Passengers, Animals, Minerals, Goods, or other Traffic over that Railway: Provided that for a fractional Part of a Mile beyond Three Miles, or beyond any greater Number of Miles, the *North-western* Company may demand and receive Tolls for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile.

20. Whereas the Railways of the *Cockermouth* Company extend to the *Merchants Quay* at the Harbour of *Workington*, at which the Trustees of that Harbour levy Rates: And whereas a Bill is now pending in Parliament for vesting in the *North-western* Company the *Whitehaven* Junction Railway which is connected with the Wet Dock and Railways and relative Works at *Workington*, formed under the Powers of "The *Workington* Wet Dock Act, 1863:" And whereas it is expedient that the said Trustees should not, by the Removal of the Facilities at present existing for conveying Traffic to and from the said *Merchants Quay*, and shipping and unshipping such Traffic thereat, and the consequent Diversion of such Traffic to the said Wet Dock, be deprived of the Rates which they would otherwise be entitled to levy in respect of such Traffic: Therefore it shall not be lawful for the *North-western* Company to abandon or suffer to fall into Disrepair or Disuse that Portion of the Railways of the *Cockermouth* Company which extends to and is situate on the *Merchants Quay* at the said Harbour of *Workington*, or any of the Hurries, Drops, or other Appliances for shipping or unshipping Traffic at the said Quay, and the *North-western* Company shall keep the same in good working Order and Repair.

For the Protection of the *Workington* Harbour Trustees.

21. The Period within which the *North-western* Company may exercise the Powers by "The *Cockermouth and Workington* Railway Act, 1863," conferred upon the *Cockermouth* Company, of purchasing and taking Lands for the Purpose of widening and enlarging their Railway is hereby extended, and shall continue in force for the Period of Two Years from the passing of this Act, so far as relates to the several Properties in *Cumberland* numbered 2 and 3 in the Township and Parish of *Camerton*, and 2 in the Township and Parish of *Brigham*, upon the deposited Plans referred to in the said Act of 1863:

Extending Period for compulsory Purchases of certain Lands.

22. The Heads for an Agreement between the *North-western* Company and the *Whitehaven, Cleator, and Egremont* Railway Company which are set forth in the Schedule (A.) to this Act annexed

Heads of Agreement with *Cleator* Company confirmed.

are

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

are by this Act confirmed and made binding on those Two Companies respectively, and full Effect may and shall be given thereto: Provided always, that nothing in this Act or in those Heads for an Agreement shall authorize any of the Companies Parties thereto to demand or recover any higher Rates, Tolls, terminal or other Charges, upon or in respect of any Railway, or any Traffic thereon, than they could respectively have demanded or recovered if this Act had not passed.

Heads of Arrangement with Keswick Company confirmed.

23. The Heads of Arrangement between the *North-western* Company and the *Cockermouth, Keswick, and Penrith* Railway Company, a Copy of which is contained in the Schedule (B.) to this Act, are hereby confirmed and made binding on the Parties thereto: Provided always, that nothing in this Act or in those Heads of Arrangement shall authorize any of the Companies Parties thereto to demand or recover any higher Rates, Tolls, terminal or other Charges, upon or in respect of any Railway, or any Traffic thereon, than they could respectively have demanded or recovered if this Act had not passed.

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

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

Expenses of Act.

25. All the Expenses of obtaining this Act, or preparatory or incident thereto, shall be paid by the *North-western* Company.

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

SCHEDULES referred to in the foregoing Act.

SCHEDULE (A.)

HEADS FOR AN AGREEMENT between the London and North-western Railway Company, herein-after called the North-western Company, of the one Part, and the Whitehaven, Cleator, and Egremont Railway Company, herein-after called "the Cleator Company," of the other Part.

1. These Heads to be subject to the Sanction of Parliament.
2. These Heads to be set forth in a Schedule to and confirmed by the intended "London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866," and to have Effect from and after the passing of that Act.
3. The North-western Company to arrange with the Cleator Company a proper System of Through Fares and Rates and Through Booking over the Cockermouth and Workington and the Cockermouth, Keswick, and Penrith Lines, from Marron Foot Junction Eastwards, for all Traffic to and from the Cleator Company's Lines, and to afford all proper and sufficient Facilities for the Reception, Accommodation, Transmission, Interchange, and Delivery of the Traffic.
4. The North-western Company to arrange with the Cleator Company a proper System of Through Rates and Through Invoicing between Marron Foot Junction and Workington Station and Harbour respectively, and the Docks and Iron Furnaces adjacent thereto respectively, for all Mineral Traffic to and from the Cleator Company's Lines, and to afford all proper and sufficient Facilities for the Reception, Accommodation, Transmission, Interchange, and Delivery of the Traffic.
5. The Terminals for all Mineral Traffic passing from or to the Places mentioned in the Fourth Head to or from the Cleator Company's Lines not to exceed Threepence a Ton at each End.
6. The Through Fares and Rates under Head 3, after deducting Terminals, and the Through Rates under Head 4, after deducting Terminals, as provided by Head 5, to be divided by Mileage between the respective Companies.
7. The Cleator Company to have Running Powers for their Engines and Carriages over the Cockermouth and Workington Lines, between Marron Foot Junction and the Derwent Branch of the Maryport and Carlisle Railway at Brigham Junction; and the North-western Company to afford to them all proper and sufficient Junction and Station and passing Accommodation, including Water.

[Local.]

29 C

8. All

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

8. All Mineral Traffic booked through and sent from the Cleator Company's Lines to Places in Scotland, viâ the Bulgill Junction of the Maryport and Carlisle Railway, to be sent one Half viâ Whitehaven, and the other Half viâ Marron Foot Junction; and whether so sent or not, to be accounted for by Mileage between the respective Companies as if so sent; an Allowance of 20 per Cent. for Working Expenses to be made.

9. For all Mineral Traffic accounted for under Head 8 the usual Clearing-house Terminals to be allowed.

10. All Differences between the Two Companies with respect to Through Fares and Rates, Traffic, Facilities, Running Powers and Accommodation, and other Matters of Difference arising on these Heads of Agreement, to be determined by Arbitration under "The Railway Companies Arbitration Act, 1859."

Dated this 10th Day of May 1866.

R. SAVILL, Assistant Sec.



The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

SCHEDULE (B.)

HEADS OF ARRANGEMENT between the London and North-western Railway Company (the North-western Company) and the Cockermouth, Keswick, and Penrith Railway Company, and the Company or Companies using the same (the Keswick Company), for Rates and Facilities for Traffic, and to establish friendly Relations between the Companies.

1. After the Amalgamation of the Cockermouth and Workington Railway with the London and North-western Railway, the Whitehaven Junction Railway, the Cockermouth and Workington Railway, and the Railway to the Lonsdale Dock at Workington, so long as that Railway shall be used by the North-western Company, shall for all Traffic Purposes be deemed a continuous Line of Railway.

2. The Goods and Passenger Stations at Cockermouth now occupied by the Two Companies respectively shall henceforth be used and occupied by them as a joint Station upon the Terms arranged between the Cockermouth and Workington Railway Company and the Keswick Company.

3. A Terminal Charge shall be allowed on all Minerals, Pig Iron, and other like Articles passing between the Keswick Line and the Workington Line to the Terminal Company at both Ends, such Allowance never to be less than Threepence per Ton, and not to be more than Threepence without the Consent of the Terminal and intermediate Companies; the North-western Company shall also receive One Penny per Ton for all Coke, Coal, or Iron Ore shipped by them, except Pig Iron, which shall be charged a reasonable Rate per Ton for Shipping Charges.

4. The North-western Company shall, in respect of the Cockermouth and Workington Railway, accept and receive for all Through Mineral Traffic and Pig Iron the same Rate per Ton per Mile as the Keswick Company shall receive for the same Traffic passing on or over their Railway, save that such Mileage Rate shall never be less than Three Farthings per Ton per Mile in Train Loads of not less than 100 Tons, without the Consent of the London and North-western Company.

5. The North-western Company shall ship the Minerals and other Articles enumerated above either at the Lonsdale Docks or Merchants Quay at Workington, at the Option of the Sender.

6. The North-western Company shall be allowed for the above Descriptions of Traffic passing over the Cockermouth and Workington Railway from Cockermouth to Marron Foot, for Transmission along the Whitehaven, Cleator, and Egremont Railway, the same Mileage Rate which shall be received by the other Companies for the same Traffic.

7. The Rates hereby agreed to shall be exclusive of Waggon or Waggon Hire.

8. The North-western Company shall afford all usual Facilities to the Keswick Company, or any Company lawfully using their Railway, for the Collection and

The London and North-western Railway (Cockermouth and Workington Railway Transfer) Act, 1866.

and Transit of all Traffic, whether Passengers, Goods, or Minerals, upon any Portion of the Cockermouth and Workington Railway, to and from the Cockermouth, Keswick, and Penrith Railway; and the North-western Company shall send and transmit all Traffic under their Control, and not otherwise consigned, arising on or passing to and from or over the Workington Railway, over and across the Keswick Railway, whenever that Railway forms Part of the shortest Route for such Traffic.

9. A complete System of Through Rates and Through Booking and Invoicing for Traffic shall be forthwith established between the Cockermouth and Workington Railway and the Keswick Company's Railway, with such Modifications, if any, from Time to Time of the System as Circumstances require.

10. The Rates and Charges to be from Time to Time demanded and received by the Companies respectively in respect of all Through Traffic shall be divided between the Companies in Mileage Proportions, according to the Rules and Regulations of the Railway Clearing House for the Time being, save as herein otherwise provided.

11. Any Difference which may at any Time arise between the Companies under these Heads of Arrangement shall be from Time to Time referred to Arbitration, in the Manner provided by "The Railway Companies Arbitration Act, 1859," for the Settlement of Disputes by Arbitration; and the Decisions of such Arbitrator shall be binding and conclusive on all the Parties in Difference, and the Costs and Expenses of such Arbitration shall be defrayed as the Arbitrator shall direct.

Dated the 15th Day of May 1866.

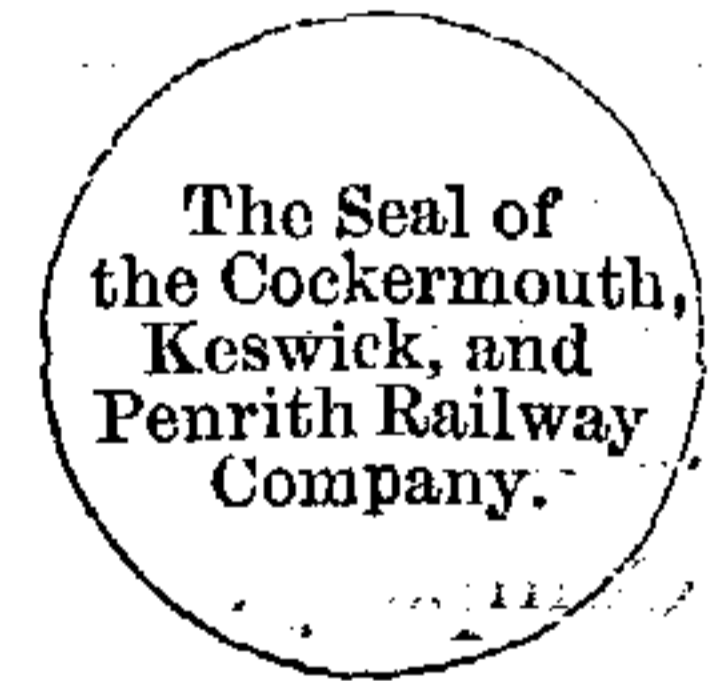
Passed under the Seal of the London and North-western Railway Company.

R. SAVILL, Assistant Sec.



Passed under the Seal of the Cockermouth, Keswick, and Penrith Railway Company.

H. CATTLE, Secretary.



LONDON:

Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1866.