



CHAPTER clxxv.

An Act to empower the North British Railway Company A.D. 1893.
to construct a Junction Railway between their Edinburgh and Glasgow and Monkland and Kirkintilloch Railways to construct new roads and stop up and discontinue level crossings to substitute open cutting for tunnel over portion of their Charing Cross Station at Glasgow to acquire additional lands and for other purposes. [27th July 1893.]

WHEREAS it is expedient that the North British Railway Company (in this Act called "the Company") should be authorised to construct the railway and new roads stop up and discontinue the roads and level crossings substitute open cutting for a tunnel and acquire the lands and execute the other works in this Act respectively mentioned and described :

And whereas plans and sections showing the lines and levels of the railway roads open cutting and other works by this Act authorised and plans showing the lands required or which may be taken for the purposes of this Act and also books of reference to those plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands were duly deposited with the principal sheriff clerks and town clerk for the several counties and royal burgh respectively within which the said railway roads and other works will be made and the said lands are situate and those plans sections and books of reference are in this Act referred to as the deposited plans sections and books of reference :

And whereas it is expedient that further powers should be granted to the Company with respect to the sale lease or other disposal of lands acquired by them which are not or eventually may not be required for the purposes of their undertaking :

And whereas it is expedient that the Company should be empowered to raise additional capital for the purposes of this Act and for the general purposes of their undertaking :

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And whereas by the agreement between the Company of the one part and the West Highland Railway Company of the other part scheduled to and confirmed by the West Highland Railway Act 1889 the Company undertook to work the undertaking of the West Highland Railway Company in perpetuity but subject to the determination of such agreement by the last-named Company at the expiration of ten years from the passing of the said Act upon that Company giving the Company six months previous notice in writing :

And whereas it was by the said agreement further provided that if the net revenue of the West Highland Railway Company should not be sufficient to pay a dividend of four and a-half per centum per annum on their paid-up share capital the Company should out of the mileage receipts accruing to them from traffic including mails passing over their system to or from the West Highland Railway contribute such a sum as would be necessary to make up such dividend so far as the proportion of the said mileage receipts accruing in each half-year after deduction therefrom of fifty per centum for working expenses should suffice to pay such deficiency :

And whereas the West Highland Railway is now in course of construction but the West Highland Railway Company are unable to raise the further funds necessary for the completion of the line without a new arrangement as to the terms and conditions of the guarantee of dividend by the Company and it would greatly facilitate the raising of such further funds if the Company were to give an unconditional guarantee of three and a-half per centum on the paid-up share and loan capital of the West Highland Railway Company instead of the contingent guarantee of four and a-half per centum dividend on their paid-up share capital as before referred to and if the agreement for working the line by the Company were made in perpetuity and not determinable as aforesaid by the West Highland Railway Company :

And whereas it is expedient that the said agreement between the Company of the one part and the West Highland Railway Company of the other part confirmed by the West Highland Railway Act 1889 should be cancelled and that the agreement between the said parties scheduled to this Act for such unconditional guarantee and such perpetual working should be sanctioned and confirmed :

And whereas the objects 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 A.D. 1893
of the same as follows :—

1. This Act may for all purposes be cited as the North British Short title.
Railway Act 1893.

2. The Lands Clauses Acts the Railways Clauses Consolidation Incorporation of
(Scotland) Act 1845 Part I. of the Railways Clauses Act 1863 general Acts.
(relating to construction of a railway) and the provisions of the
Companies Clauses Consolidation (Scotland) Act 1845 with respect
to the several matters following (that is to say) The distribution of
the capital of the Company into shares the transfer or transmission
of shares the payment of subscriptions and the means of enforcing
the payment of calls the forfeiture of shares for the non-payment of
calls the remedies of creditors of the Company against the share-
holders the borrowing of money by the Company on mortgage or
bond the conversion of the borrowed money into capital the
consolidation of the shares into stock the giving of notices and the
provision to be made for affording access to the special Act and
Parts I. II. and III. of the Companies Clauses Act 1863 relating
respectively to cancellation and surrender of shares to additional
capital and to debenture stock are (except where expressly varied
by or inconsistent with this Act) incorporated with and form part
of this Act.

3. In this Act—

The expression “the incorporated Acts” shall mean the Acts
and parts of Acts incorporated with this Act:

The several words and expressions to which meanings are
assigned by the incorporated Acts shall have the same
respective meanings:

In the incorporated Acts—

The expression “the special Act” shall mean this Act:

The expression “the Company” or “the promoters of the
undertaking” shall mean the North British Railway
Company:

unless in any of the cases aforesaid there is something in the subject
or context repugnant to such construction.

4. Subject to the provisions of this Act the Company may make Power to
and maintain in the lines and according to the levels shown on make rail-
the deposited plans and sections the railway hereinafter described way and
with all proper stations sidings roads approaches works and other works.
con-
veniences connected therewith respectively and may enter upon
take and use such of the lands delineated on the deposited plans and
described in the deposited books of reference relating thereto as

A.D. 1893. may be required for the purposes thereof The railway herein-before referred to and authorised by this Act is—

A railway one mile seven chains or thereabouts in length commencing by a junction with the Company's Edinburgh and Glasgow Railway at or near the west end of the bridge by which that railway is carried over the Luggie Water and terminating by a junction with the Company's Monkland and Kirkintilloch Railway at or near the bridge by which that railway is carried over the Bathlin Burn.

Railway to form part of undertaking of Company.

5. With respect to tolls rates and charges and for all other purposes whatever the railway shall form part of the Company's undertaking.

Period for completion of railway.

6. If the railway is not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the railway or otherwise in relation thereto shall cease except as to so much thereof as shall then be completed.

Penalty imposed unless the railway opened within the time limited.

7. If the Company fail within the period limited by this Act to complete the railway by this Act authorised to be made the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railway is completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty amounts to five per cent. on the estimated cost of the works and the said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section three of the Railway and Canal Traffic Act 1854 and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Queen's and Lord Treasurer's Remembrancer on behalf of the Court of Exchequer in Scotland in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after provided But no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such line by unforeseen accident or circumstances beyond their control Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

8. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the Edinburgh Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railway or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Exchequer in Scotland may seem fit and if no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the railway in respect of which the penalty has been incurred or any part thereof has been abandoned be paid to such receiver or be applied in the discretion of the Court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid to the Company.

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Application
of penalties.

9. Subject to the provisions of this Act the Company may in the lines shown on the deposited plans and according to the levels shown on the deposited sections construct the new roads and may exercise the other powers herein-after mentioned and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes (that is to say):—

Power to
construct
new roads
&c.

They may construct a road (No. 1) commencing by a junction with the existing public road leading from Avonbridge to Blackston Farm and terminating near Blackston Station :

They may construct a road (No. 2) commencing by a junction with Road No. 1 near Blackston Station and terminating by a junction with the road leading from Burnside to the said station :

And when and so soon as the said new roads are completed and open to the public they may stop up and discontinue so much of the public road leading from Avonbridge to Blackston Farm as is situate between the commencement and termination of Road No. 1 and also so much of the public road which crosses the said railway by a level crossing one hundred and eighty yards or thereabouts east of the said Blackston

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Station as is situate between a point one hundred yards or thereabouts south of the said level crossing and the termination of Road No. 1 and they may stop up remove and discontinue the said level crossing and also the level crossing situate eighty yards or thereabouts west of the said station and the level crossing over the railway of the Company between Blackston Junction and Bathgate sixty yards or thereabouts east of the said station :

They may stop up and discontinue all rights of way over and may appropriate the site of the north branch or side of Elmbank Crescent Glasgow :

They may when and so soon as they have acquired the property on both sides thereof stop up and appropriate so much of the site of Maitland Street Helensburgh as lies to the north of their Helensburgh Station and the site of so much of Grant Street Helensburgh as lies between the north side of Princes Street and a point seventy yards or thereabouts north of the north side of Princes Street :

They may stop up and discontinue the farm road level crossing over their railway from Edinburgh to Carlisle situate five hundred and ten yards or thereabouts south of the bridge by which the public road is carried over the said railway at the north end of Millerhill Station.

Open cutting may be substituted for tunnel over eastern end of Charing Cross Station at Glasgow.

10. Subject to the provisions of this Act and notwithstanding anything contained in the Glasgow City and District Railway Act 1882 the Company may substitute open cutting for the tunnel over the eastern end of their Charing Cross Station in the city or royal burgh of Glasgow and for that purpose may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for such purpose.

Power to take additional lands.

11. Subject to the provisions of this Act and in addition to the other lands which the Company are by this Act authorised to acquire the Company may from time to time enter upon take use and appropriate for the purposes of their undertaking the lands herein-after described and delineated on the deposited plans and described in the deposited books of reference relating thereto (that is to say) :—

(1.) Certain lands in the parish of Muiravonside in the county of Stirling along and adjoining the north side of the Company's railway from Slamannan to Manuel near Blackston Station :

(2.) Certain lands in the parish of Eddleston in the county of Peebles situate on the west side of and adjoining the Company's Peebles Railway at Eddleston Station :

- (3.) Certain lands in the parish of Old Monkland in the county of Lanark situate on the east side of and adjoining the Company's Monkland and Kirkintilloch Railway north of and near the junction of the said railway with the Company's Glasgow and Coatbridge Railway : A.D. 1893.
- (4.) Certain lands in the Parish of Traquair in the county of Peebles situate on the north side of and adjoining the Company's railway from Peebles to Galashiels at Walkerburn Station :
- (5.) Certain lands in the parish of Newton in the county of Edinburgh situate on the west side of and adjoining the Company's railway from Edinburgh to Carlisle and south of and near to the junction of that railway with the Edinburgh Loanhead and Roslin Railway :
- (6.) Certain lands in the parish of Falkirk in the county of Stirling situate on the south side of and adjoining the Company's Edinburgh and Glasgow Railway between the Greenhill Public School and the Milnquarter Brickworks :
- (7.) Certain lands in the parish of Row in the county of Dumbarton (that is to say) :—
- (A) Lands situate on the north side of and adjoining the Company's station at Helensburgh at the junction of Sinclair Street and King Street ;
 - (B) Lands situate on the north side of and adjoining the Company's station at Helensburgh at Maitland Street ;
 - (C) Lands situate at Helensburgh on the north side of and adjoining the Company's railway from Dumbarton to Helensburgh and extending from Grant Street on the west to near Lomond Street on the east ;
 - (D) Lands situate at Helensburgh on the south side of and adjoining the Company's railway from Dumbarton to Helensburgh at the junction of Princes Street and Grant Street :
- (8.) Certain lands in the parish of Stow in the county of Edinburgh adjoining the Company's railway from Edinburgh to Galashiels and adjacent or near to several of the bridges by which the said railway is carried over the Gala Water :
- (9.) Certain lands in the parish of Innerleithen in the county of Peebles situate on the south side of and adjoining the Company's railway from Peebles to Galashiels at Innerleithen Station :
- (10.) Certain lands at or near Earlston Station in the parish of Earlston in the county of Berwick situate on the south side of and adjoining the Company's Berwickshire Railway :

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(11.) Certain lands in the parish of Calton in the city or royal burgh of Glasgow in the county of Lanark (that is to say) :—

(A) Lands situate on the west side of and adjoining the Company's Bridgeton Cross Station Glasgow at the junction of Canning Street and West Street ;

(B) Lands situate on the west side of and adjoining the said Bridgeton Cross Station and on the east side of West Street ;

(C) Lands situate on the east side of and adjoining the said Bridgeton Cross Station at the junction of Canning Street and Orr Street :

(12.) Certain lands in the parish of Lasswade in the county of Edinburgh situate on the north side of the Company's Esk Valley Railway and adjoining the east end of Polton Station Provided always that the Company shall not in any manner interfere with the free and uninterrupted flow of water passing through the tail race numbered on the deposited plans 3 in the said parish or construct any work thereon other than an extension northwards of the existing bridge over the said tail race sufficient to give a footway to the remaining portion of such lands.

For protection of Adam White.

12. The Company shall within nine months from the passing of this Act purchase and take the lands houses and property belonging or reputed to belong to Adam White and numbered 32 to 46 inclusive on the deposited plans in the parish of Calton in the county of Lanark and they shall at the same time they acquire the said lands on being required in writing under the hand of the said Adam White purchase and take any other lands now belonging to him which may adjoin the lands to be so taken and acquired by the Company.

Owners may grant servitudes.

13. Persons empowered by the Lands Clauses Acts to sell and convey lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any servitude right or privilege (not being a servitude right or privilege of water) required for the purposes of this Act in over under through or affecting any such lands and the provisions of the said Acts with respect to lands and feu duties or ground annuals so far as the same are applicable in this behalf shall extend and apply to such grants and to such servitudes rights and privileges as aforesaid respectively.

Owners may be required to sell parts only of certain properties.

14. And whereas in the exercise of the powers of this Act it may happen that portions only of the lands buildings or manufactories shown on the deposited plans may be sufficient for the purposes of this Act and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore notwithstanding section ninety of the Lands Clauses

Consolidation (Scotland) Act 1845 the owners of and other persons interested in the lands buildings or manufactories described in the First Schedule to this Act annexed and whereof portions only are required for the purposes of this Act may (if such portions can in the opinion of the jury arbiters or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of such properties without material detriment thereto) be required to sell and convey to the Company such portions only without the Company being obliged or compellable to purchase the whole or any greater portion of such properties the Company always paying for the portions taken by them and making compensation for any damage sustained by the owners of such properties and other persons interested therein by severance or otherwise Provided always that if in any case in the opinion of the jury arbiters or other authority as aforesaid any such portion cannot be severed from the remainder of such property without material detriment thereto the Company may at any time within one month after the date of the final decision of such jury arbiters or other authority withdraw their notice to treat for the portion required by them and thereupon they shall pay to the owner of and other persons interested in the property in respect of which or of any portion of which they have given notice to treat all loss and damage sustained and all costs charges and expenses (as the same shall be taxed as between solicitor and client) reasonably incurred by them in consequence of such notice Provided also that nothing in this section contained shall be held as determining whether the properties described in the said schedule are or are not subject to the provisions of section ninety of the Lands Clauses Consolidation (Scotland) Act 1845.

15. The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Period for compulsory purchase of lands.

16. In altering for the purposes of this Act the roads next herein-after mentioned the Company may make the same of any inclinations not steeper than the inclinations herein-after mentioned in connexion therewith respectively (that is to say):—

Inclination of roads.

No. on deposited Plan. Roads No. 1 & No. 2.	Parish.	Description of Road.	Intended Inclination.
2 } 3 } 4 } 11 } 15 }	Muiravonside - - -	Road in course of formation and Public Road.	1 in 12 on one side.

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Width of
certain roads
over railway.

17. The Company may make the roadway over the bridges by which the following roads will be carried over the railway of such width between the fences thereof as the Company think fit not being less than the respective widths herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on deposited Plan. New Railway.	Parish.	Description of Road.	Width of Roadway.
20	Kirkintilloch - - -	Public - - -	20 feet
6	Cadder - - -	Public - - -	20 feet

Height and
span of
bridges.

18. The Company may make the arches of the bridges for carrying the railway over the roads next herein-after mentioned of any height and span not less than the heights and spans herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on deposited Plan. Roads No. 1 & No. 2.	Parish.	Description of Road.	Height.	Span.
2 } 3 } 4 } 11 } 15 }	Muiravonside - -	Road in course of formation and Public Road.	12 feet	15 feet.

Provisions
as to repair
of roads.

19. Subject to the provisions of this Act the new roads to be made under the authority of this Act (other than any made or diverted for the purposes of the railway by this Act authorised and except the stone iron or other structure carrying any new road over any railway which structure shall unless otherwise agreed be repaired and maintained by and at the expense of the Company) shall when made and completed be from time to time repaired and maintained by and at the expense of the same parties in the same manner and to the same extent as other roads within the parish in which such roads will be situate are from time to time liable to be repaired or maintained :

If any question shall arise between the Company and any of such parties as to the due completion of such road such question shall from time to time be determined by the sheriff of the county in which the same is situate on the application of either of the parties in difference and after not less than seven days notice to both

parties of the sitting of such sheriff for the purpose and the certificate of such sheriff of the due completion of such road shall be conclusive evidence of the fact so certified.

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20. Subject to the provisions of this Act all rights of way over and along the portions of roads and streets which may under the provisions of this Act be stopped up and discontinued and over and along any of the lands which may under those provisions be acquired by compulsion shall be and the same are as from the stopping-up or discontinuance of the said portions of roads and streets or the purchase or acquisition of the said lands hereby extinguished.

Extinguish-
ment of
rights of
way &c.

21. The site and soil of the roads and streets or portions thereof by this Act authorised to be stopped up and discontinued (except where by this Act otherwise provided) if the Company are or if and when under the powers of this Act or of any other Act relating to the Company already passed they become the owners of the lands on both sides thereof shall be from the time of the stopping up thereof respectively subject to the provisions of the Railways Clauses Consolidation (Scotland) Act 1845 with respect to mines lying under or near to the railway wholly and absolutely vested in the Company for the purposes of their undertaking.

As to vesting
of site and
soil of
portions
of roads
stopped up.

22. The Company may take by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation (Scotland) Act 1845 any quantity of land not exceeding six acres but nothing in that Act or in this Act shall exempt the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused by them upon any land taken under the powers of this section.

Lands for
extraordi-
nary pur-
poses.

23. The Company may notwithstanding anything to the contrary contained in the Lands Clauses Consolidation Act 1845 or in the Lands Clauses Consolidation (Scotland) Act 1845 or in any Act relating to the Company with which those Acts or either of them are or is incorporated retain and hold any lands belonging to them in the parishes mentioned in the second schedule to this Act which have not yet been applied or are not required for the purposes of the Company but are situate near or adjoining any railway or station of the Company or may in the opinion of the Company be required by them for the purposes of stations sidings or other conveniences for the period of five years from the passing of this Act but at any time during such period of five years the Company may and at the expiration of such period the Company shall sell and dispose of as superfluous lands all such parts of those lands as shall not then have been applied to or are not then required for the purposes of their undertaking.

Extending
time for
sale of
superfluous
lands.

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Restrictions
on displacing
persons of
labouring
class.

24.—(1.) The Company shall not under the powers of this Act purchase or acquire in any district within the meaning of the Public Health (Scotland) Act 1867 ten or more houses which after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until—

(A.) They shall have obtained the approval of the Secretary for Scotland to a scheme for providing new dwellings for such number of persons as were residing in such houses on the fifteenth day of December last or for such number of persons, as the Secretary for Scotland shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the other circumstances of the case; and

(B.) They shall have given security to the satisfaction of the Secretary for Scotland for the carrying out of the scheme.

(2.) The approval of the Secretary for Scotland to any scheme under this section may be given either absolutely or conditionally and after the Secretary for Scotland has approved of any such scheme he may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3.) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced:

Provided that the Secretary for Scotland may dispense with the last-mentioned requirement subject to such conditions (if any) as he may see fit.

(4.) Any provisions of any scheme under this section or any conditions subject to which the Secretary for Scotland may have approved of any such scheme or of any modifications of any such scheme or subject to which he may have dispensed with the above-mentioned requirement shall be enforceable by an order of the Court of Session to be obtained by the Secretary for Scotland.

(5.) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by

the Secretary for Scotland by action in the Court of Session and shall be carried to and form part of the Consolidated Fund of the United Kingdom : A.D. 1893.

· Provided that the Court may if it think fit reduce such penalty.

(6.) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase section ninety of the Public Health (Scotland) Act 1867 shall be incorporated with this Act and shall apply to the purchase of lands by the Company for the purposes of any scheme under this section in the same manner in all respects as if the Company were a local authority within the meaning of that Act and the scheme were one of the purposes of that Act.

(7.) The Company may on any lands belonging to them or purchased or acquired under this section or under any Provisional Order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the purposes of their undertaking :

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for the period of twenty-five years from the date of the scheme be appropriated solely for the purpose of such dwellings and every conveyance demise or lease of such lands and buildings by the Company shall contain proper covenants for securing that the buildings on such lands shall during such period of twenty-five years be used exclusively for the purpose of such dwellings and shall be endorsed with notice of this enactment :

Provided also that the Secretary for Scotland may at any time dispense with all or any of the requirements of this sub-section subject to such conditions (if any) as he may see fit.

(8.) The Secretary for Scotland may direct any inquiries to be held which he may deem necessary in relation to any scheme under this section and for giving effect to any of the provisions of this section and he and any person appointed by him to hold inquiry shall have and may exercise for any purpose in connexion with any scheme under this section all or any of the powers vested in them respectively under the Public Health (Scotland) Act 1867 in the same manner in every respect as if the preparation and carrying

A.D. 1893. into effect of such scheme were one of the general purposes of that Act.

(9.) The Company shall pay to the Secretary for Scotland a sum to be fixed by him in respect of the preparation and issue of any Provisional Order in pursuance of this section and any expenses incurred by him in relation to any inquiries under this section including the expenses of any witnesses summoned by the person appointed to hold any such inquiry and a sum to be fixed by the Secretary for Scotland not exceeding three guineas a day for the services of the person so appointed.

(10.) For the purposes of this section the expression "labouring class" includes mechanics artisans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

For the protection of the Helensburgh police commissioners.

25. For the protection of the police commissioners of the burgh of Helensburgh (herein-after called "the commissioners") the following provisions shall apply:—

- (1.) The provisions of sections eighteen to twenty-three of the Railways Clauses Consolidation (Scotland) Act 1845 shall extend and apply to the gas water and sewer pipes belonging to or under the control of the commissioners which shall be required to be removed or replaced for the purpose of constructing the railway works to be situated upon the lands to be acquired at Helensburgh as if the same were pipes laid down by a gas or water company:
- (2.) An overbridge for foot passengers of the same width as the present bridge shall in the event of the Company making alterations at Grant Street be constructed by the Company on the line of Grant Street from Princes Street on the south to the northern boundary of the lands acquired by the Company within six months from the date of their commencing their operations upon Grant Street and shall be maintained by the Company in all time coming:
- (3.) The present overbridge in Charlotte Street shall remain open for public traffic and in the event of its being extended the street shall not without the consent of the commissioners be made steeper than it is at present and the extension of the bridge shall be constructed of the same width as the present bridge and shall have a footpath on each side thereof and the existing levels of King Street shall not be altered or interfered

with Provided that if the Company rebuild or reconstruct the existing bridge they shall make it and any extension of it not less than forty feet wide: A.D. 1893.
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(4.) The Company shall if and when required by the commissioners provide and lay down and maintain in the line of Grant Street so far as within the limits of deviation an iron or fireclay pipe of twelve inches diameter for general sewage purposes and shall maintain the same And in the event of the Company making alteration on their present works at Charlotte Street they shall reconstruct the existing sewer east of Charlotte Street so far as underneath their works with an eighteen-inch diameter cast-iron pipe and continue it southwards to Princes Street with an eighteen-inch fireclay pipe the said pipes to be maintained by the railway company so far as they pass through their lands or property :

(5.) The Company shall also provide new water main pipes so far as the existing water mains are interfered with or removed in the course of their operations :

All the works above specified shall be constructed at the sight and to the satisfaction of the Helensburgh burgh surveyor or the commissioners engineer and according to plans and specifications to be submitted to and approved of by him :

(6.) The Company shall allow the commissioners at their own expense when necessary without payment for way-leave or like charge to lay underneath the railway such gas water and sewer pipes and culverts as may be necessary or to lay said pipes in the roadways of the bridges constructed over the railway and make all necessary connexions All which last-mentioned works shall be constructed at the sight and to the satisfaction of the Company's engineer and according to plans and specifications to be submitted to and approved of by him before any such works are commenced :

Any difference which may arise between the said commissioners of police or the said burgh surveyor or the commissioners engineer on the one hand and the Company or their engineer on the other hand as to any of the above-mentioned works or as to the mode of giving effect to the above provisions or as to any other matter or thing arising out of the above provisions or the plans or specifications above referred to shall on the application of the Company or of the commissioners be referred to the determination of an arbiter to be mutually agreed upon by the Company and the commissioners and failing such agreement as may be appointed on the requisition of either of them by the sheriff of the county of Dumbarton.

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Power to
apply exist-
ing autho-
rised capital.

26. The Company may raise and apply to the purposes of this Act to which capital is properly applicable any money which they are authorised to raise by any other Act and which may not be required for purposes to which by that Act it is authorised to be applied.

Power for
Company to
raise capital
by shares
or stock.

27. The Company may subject to the provisions of Part II. of the Companies Clauses Act 1863 raise by the creation and issue at their option of new ordinary shares or stock or new preference shares or stock or new preference shares or stock convertible into ordinary preference stock and ordinary stock or wholly or partially by one or more of those modes respectively any additional capital not exceeding in the whole two hundred thousand pounds but the Company shall not issue any share of less nominal value than ten pounds nor shall any share vest in the person accepting the same unless and until a sum not being less than one-fifth of the amount of such share shall have been paid in respect thereof.

Extending
provisions of
Act of 1888
to preference
stock con-
vertible into
ordinary
stock.

28. All preference shares or stock convertible into ordinary preference stock and ordinary stock created and issued under the provisions of this Act or any Act or Acts relating to the Company may by agreement with the holders thereof be converted on the same terms and subject to the like conditions as all preference shares or stock convertible into ordinary preference stock and ordinary stock authorised to be created and issued under the North British Railway Act 1888.

Except as
otherwise
provided
new shares
or stock to
be subject
to same
incidents
as present
shares or
stock.

29. Except as by this Act otherwise provided the capital in new shares or stock created by the Company under this Act and the new shares or stock therein and the holders thereof respectively shall be subject and entitled to the same powers provisions liabilities rights privileges and incidents whatsoever in all respects as if that capital were part of the now existing capital of the Company of the same class or description and the new shares or stock were shares or stock in that capital.

The capital in new shares or stock so created shall form part of the capital of the Company.

Dividends on
new shares
or stock.

30. Every person who becomes entitled to new shares or stock shall in respect of the same be a holder of shares or stock in the Company and shall be entitled to a dividend with the other holders of shares or stock of the same class or description proportioned to the whole amount from time to time called and paid on such new shares or to the whole amount of such stock as the case may be.

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31. Except as otherwise expressly provided by the resolution creating the same no person shall be entitled to vote in respect of any new shares or stock to which a preferential dividend shall be assigned.

Restriction as to votes in respect of preferential shares or stock.

32. Subject to the provisions of any Act already passed by which the Company are authorised to raise capital by new shares or stock and to the provisions of this Act and any other Act passed in the present session of Parliament whether before or after the passing of this Act by which the Company may be authorised to raise capital by new shares or stock the Company may if they think fit raise by the creation and issue of new shares or stock of one and the same class all or any part of the aggregate capital which they are by such other Act and this Act respectively authorised to raise by the creation and issue of new shares or stock.

New shares or stock raised under this Act and any other Act of past or present sessions may be of same class.

33. Twenty per centum on the amount of any share shall be the greatest amount of any call which may be made thereon and there shall be an interval of not less than three months between any two successive calls and the Company shall not call up more than three-fourths of a share in any year.

Calls.

34. The Company may in respect of the additional capital of two hundred thousand pounds which they are by this Act authorised to raise from time to time borrow on mortgage of the undertaking any sum not exceeding in the whole sixty-six thousand six hundred and sixty-six pounds but no part thereof shall be borrowed until shares for so much of the said additional capital as is to be raised by means of shares are issued and accepted and one-half of such capital is paid up and the Company have proved to the sheriff who is to certify under the forty-second section of the Companies Clauses Consolidation (Scotland) Act 1845 before he so certifies that shares for the whole of such capital have been issued and accepted and that one-half of such capital has been paid up and that not less than one-fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof and until stock for one-half of so much of the said additional capital as is to be raised by means of stock is fully paid up and the Company have proved to such sheriff as aforesaid before he so certifies that such shares or stock as the case may be were issued and accepted and to the extent aforesaid paid up bonâ fide and are held by the persons or corporations to whom the same were issued or their executors administrators successors or assigns and also so far as the said additional capital is raised by shares that such persons or corporations or their executors administrators successors or assigns are legally liable for the same and upon

Power to borrow.

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production to such sheriff of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which certificate shall be sufficient evidence thereof.

Provisions of Act of 1892 as to appointment of a receiver or judicial factor repealed.

35. The provisions of the North British Railway Act 1892 authorising the appointment of a receiver or judicial factor for principal or interest moneys due upon any mortgages of the Company are hereby repealed but subject and without prejudice to any appointment of a receiver or judicial factor or proceedings taken under or by virtue of such provisions and in force or pending at the time of the passing of this Act.

For appointment of a receiver or judicial factor.

36. The mortgagees of the Company may enforce payment of arrears of interest or principal or principal and interest due on their mortgages by the appointment of a receiver or judicial factor. In order to authorise the appointment of a receiver or judicial factor in respect of arrears of principal the amount owing to the mortgagees by whom the application for a receiver or judicial factor is made shall not be less than ten thousand pounds in the whole.

Existing mortgages to have priority.

37. All mortgages granted by the Company in pursuance of the powers of any Act of Parliament before the passing of this Act and subsisting at the passing hereof shall during the continuance of such mortgages and as regards the undertaking comprised in and assigned by such mortgages and subject to the provisions of the Acts under which such mortgages were respectively granted have priority over all mortgages to be granted by virtue of this Act but nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Company may create debenture stock.

38. Subject to the provisions of Part III of the Companies Clauses Act 1863 the Company may in respect of the additional capital of two hundred thousand pounds by this Act authorised create and issue debenture stock to an amount not exceeding sixty-six thousand six hundred and sixty-six pounds. But notwithstanding anything contained in the Companies Clauses Act 1863 the interest of all debenture stock and of all mortgages at any time after the passing of this Act created and issued or granted by the Company under this Act or any subsequent Act shall rank *pari passu* (without respect to the dates of the securities or of the Acts of Parliament or resolutions by which the stock or mortgages were authorised) and shall have priority over all principal moneys secured by such mortgages. Notice of the effect of this enactment shall be endorsed on

all mortgages and certificates of debenture stock granted or issued under this or any subsequent Act And all such debenture stock shall be designated as North British Railway Debenture Stock 1893. A.D. 1893.

39. All moneys raised under this Act whether by shares or stock or debenture stock or by borrowing shall be applied only to the purposes of this Act and to the general purposes of the undertaking of the Company being in each case purposes to which capital is properly applicable. Application of money raised under Act.

40. The Company may from time to time apply for or towards all or any of the purposes of this Act to which capital is properly applicable any sums of money which they have already raised or are authorised to raise by any of their Acts and which are not required for the purposes to which they are by those Acts made specially applicable. Company may apply corporate funds.

41. The agreement between the Company and the West Highland Railway Company contained in the Fourth Schedule to and confirmed by the West Highland Railway Act 1889 is hereby cancelled and annulled and the agreement between the said parties contained in the Third Schedule to this Act is hereby sanctioned and confirmed and made binding on the parties thereto respectively. Cancellation of existing agreement with West Highland Railway Company and confirmation of new agreement.

42. Whereas by the North British and Edinburgh and Glasgow Railway Companies Amalgamation Act 1865 the facilities powers privileges and provisions by that Act granted secured and provided as regards the traffic therein described as "East Coast traffic" excepting as therein mentioned are extended and applied to any railway in extension of or connected with the railways in that Act described as "the North British Lines" which shall belong or be leased to the North British Railway Company either solely or jointly with any other company in all respects as if such railway had been part of the North British Lines Be it enacted that the North Eastern Railway Company and the Great Northern Railway Company shall be entitled to exercise and enjoy over and with relation to the railway by this Act authorised the same facilities powers and privileges as are by the said Act provided in relation to East Coast traffic over and with relation to the North British Lines excepting always that the running powers by that Act conferred on the said companies shall not extend to the railway by this Act authorised. Saving facilities as to East Coast traffic.

43. Nothing in this Act or in the agreement contained in the Third Schedule to this Act shall affect the rights of the Postmaster General under the Telegraph Act 1878 to place and maintain telegraphic lines in under upon along over or across the railways Saving for Postmaster General.

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Interest not to be paid on calls paid up.

44. No interest or dividend shall be paid out of any share or loan capital which the Company are by this or any other Act authorised to raise to any shareholder on the amount of the calls made in respect of the shares held by him but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation (Scotland) Act 1845.

Deposits for future Bills not to be paid out of capital.

45. The Company shall not out of any money by this Act authorised to be raised pay or deposit any sum which by any standing order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Provision as to general Railway Acts.

46. Nothing in this Act contained shall exempt the Company or the railway from the provisions of any general Act relating to railways or 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 or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised by this Act.

Costs of Act.

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

SCHEDULES referred to in the foregoing Act.

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FIRST SCHEDULE.

DESCRIBING PROPERTIES OF WHICH PORTIONS ONLY ARE REQUIRED BY THE COMPANY.

	Parish.	Number on deposited plans.
	Row - - -	39 40 41.
	Lasswade - - -	1 2 3.

SECOND SCHEDULE.

SUPERFLUOUS LANDS OF THE COMPANY.

County.	Parish.	County.	Parish.
Forfar	Monifieth	Fife—cont.	Pittenweem
Do.	Dundee	Do.	Anstruther Wester
Do.	Liff Logie	Do.	Scoonie
Do.	Benvie and Invergowrie (united)	Do.	Largo
Perth	Forgandenny	Do.	Newburn
Do.	Dumbarny	Do.	Elie
Do.	Abernethy	Do.	Kilconquhar
Fife	Ferry-Port-on-Craig	Do.	Wemyss
Do.	Forgan	Do.	Abdie
Do.	Balmerino	Do.	Kinglassie
Do.	Kilmany	Do.	Leslie
Do.	Logie	Do.	Auchterderran
Do.	St. Andrews	Do.	Auchtertool
Do.	Leuchars	Do.	Dunfermline
Do.	Dairsie	Do.	Aberdour
Do.	Cupar	Do.	Inverkeithing
Do.	Dysart	Do.	Carnock
Do.	Abbotshall	Do.	Saline
Do.	Kirkcaldy	Do.	Markinch
Do.	Kinghorn	Do.	Collessie
Do.	Burntisland	Do.	Auchtermuchty
Do.	Cults	Do.	Strathmiglo
Do.	Kettle	Do.	Beath
Do.	Culross	Do.	Ballingry
Do.	Tulliallan	Kinross	Orwell
Do.	Falkland	Do.	Kinross
Do.	Newburgh	Do.	Cleish
Do.	St. Monance	Clackmannan	Alva
		Do.	Alloa

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SECOND SCHEDULE—continued.

County.	Parish.	County.	Parish.
Clackmannan—cont.	Clackmannan	Berwick—cont.	Coldingham
Do.	Tillicoultry	Do.	Ayton
Stirling	Stirling	Do.	Dunse or Duns
Do.	Logie	Do.	Cockburnspath
Do.	St. Ninians	Do.	Chirnside
Do.	Campsie	Do.	Edrom
Do.	Falkirk	Peebles	Newlands
Do.	Polmont	Do.	Linton
Do.	Muiravonside	Do.	Eddleston
		Do.	Peebles
Linlithgow	Bo'ness	Selkirk	Galashiels
Do.	Linlithgow	Do.	Selkirk
Do.	Torphichen	Roxburgh	Melrose
Do.	Whitburn	Do.	Ancrum
Do.	Bathgate	Do.	Jedburgh
Do.	Kirkliston	Do.	Maxton
Do.	Dalmeny	Do.	Roxburgh
Edinburgh	Ratho	Do.	Sprouston
Do.	Corstorphine	Do.	Wilton
Do.	St. Cuthbert's or West Kirk	Do.	Hawick
Do.	City of Edinburgh	Do.	Cavers
Do.	Canongate	Do.	Kirkton
Do.	North Leith	Do.	Hobkirk
Do.	South Leith	Do.	Castleton
Do.	Duddingston	Dumfries	Canobie
Do.	Inveresk	Do.	Langholm
Do.	Dalkeith	Cumberland	Kirkandrews
Do.	Cockpen	Do.	Athuret
Do.	Temple	Do.	Kirkclinton
Do.	Glencorse	Do.	Rockcliffe
Do.	Ormiston	Do.	Stanwix
Do.	Penicuik	Do.	St. Mary Carlisle
Do.	Liberton	Do.	St. Cuthbert Carlisle
Do.	Newton	Do.	Bowness
Do.	Lasswade	Do.	Kirkbride
Do.	Heriot	Do.	Holm Cultram
Do.	Stow	Northumberland	Bellingham
Haddington	Tranent	Do.	Chollerton
Do.	Dirleton	Do.	Falstane
Do.	Prestonkirk	Do.	Greystead
Do.	Haddington	Do.	Simondburn
Do.	Gladsmuir	Do.	St. John Lee
Do.	Atholstaneford	Do.	Hexham
Do.	Aberlady	Do.	Morpeth
Do.	Dunbar	Do.	Mitford
Do.	Oldhamstocks	Do.	Meldon
Berwick	Langton	Do.	Rothbury
Do.	Polwarth	Do.	Hartburn
Do.	Fogo	Do.	Kirkwhelpington
Do.	Greenlaw	Do.	Carsenside
Do.	Gordon	Do.	River Green (extra parish)
Do.	Earlston		

SECOND SCHEDULE--*continued.*

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County.	Parish.	County.	Parish.
Lanark.	City of Glasgow	Dumbarton	Kirkintilloch
Do.	Barony of Glasgow	Do.	Old Kilpatrick
Do.	Springburn	Do.	New or East Kilpatrick
Do.	Cadder	Do.	Cumbernauld
Do.	Maryhill	Do.	Cardross
Do.	Govan	Do.	Bonhill
Do.	Shettleston	Do.	Row
Do.	Old Monkland	Berwick - upon - Tweed	Berwick-upon-Tweed
Do.	New Monkland		
Do.	Cambusnethan		
Renfrew	Renfrew		

THIRD SCHEDULE.

IT IS CONTRACTED AND AGREED between The North British Railway Company incorporated by Act of Parliament of the first part and The West Highland Railway Company incorporated by Act of Parliament of the second part in manner following (that is to say) :—

Article First.—The second parties shall as soon as convenient so far as not already done purchase at their expense the necessary land and shall make construct and complete their lines of railway and pier under the West Highland Railway Act 1889 and the West Highland Railway Act 1890 (herein-after referred to as “the railway”) as a single line with rails weighing seventy-five pounds per yard and all stations station-masters houses gate-keepers houses engine-sheds sidings signal cabins signals cranes turn-tables water-tanks with water supply wires speaking telegraphic apparatus and Tyers’ train tablet system of working (unless otherwise agreed) and other works and conveniences necessary for working the traffic of the railway all in a good sufficient and substantial manner and to the satisfaction of the engineer of the first parties for the time being or in case of any difference of opinion between him and the engineer of the second parties respecting the same to the satisfaction of the Board of Trade on the application of either of the parties.

Article Second.—Upon the construction completion and opening by the sanction of the Board of Trade of the railway and each part thereof for passenger traffic the first parties shall in perpetuity work and manage the traffic upon and maintain the same and shall provide the locomotive power rolling-stock and plant of every kind (except the furnishing and conveniences to be provided by the second parties mentioned in Article First hereof) necessary for the working of the traffic from the date of the opening thereof for passenger traffic by authority of the Board of Trade as regards the working and

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management and from twelve months thereafter as regards the maintenance. The first parties shall work and manage the railway in a proper safe and efficient manner and so as fully and fairly to develop the traffic to from and on the same.

Article Third.—In the event of any additions or extensions to stations sidings off-sets or other conveniences of the railway at any time after the opening of the same being found to be necessary or expedient such additions and extensions shall be provided by and at the expense of the second parties.

Article Fourth.—The first parties shall have the power save as herein-after mentioned in this Article of selecting appointing suspending and dismissing all officers agents book-keepers booking and other clerks servants engine-men guards signal-men porters carters surface-men and all others employed on and connected with the railway or required for keeping in their general office the accounts connected with the traffic of the same or employed in superintending or directing or actually engaged in conducting the said traffic and the said officers agents servants and others above mentioned shall be paid by the first parties and shall be exclusively under their control and the second parties shall have the selection appointment and control of and shall pay the secretary treasurer and other officers actually engaged and required by them in the management of the capital financial and directorial departments of their undertaking.

Article Fifth.—The gross revenues of the second parties shall be held to consist of and include—

- (1.) All receipts in respect of local traffic including mails (that is to say traffic which shall both arise and terminate on the railway) subject only to deduction of the actual expense of cartage where incurred :
- (2.) A mileage proportion of all receipts arising from through traffic including mails (that is to say traffic which passes over the railway or any part thereof and which likewise passes over the railways of the first parties or of any other company or any part thereof) corresponding to the distance for which such traffic is carried over the said several railways respectively after deduction from such receipts of the terminals on such traffic which shall belong and be paid to the companies other than the second parties respectively entitled thereto and also subject to deduction of the actual expense of cartage where incurred when included in the through rate :
- (3.) The terminals belonging to the second parties in respect of such through traffic subject to deduction of the actual expense of the cartage of goods where incurred when included in the terminal charge :
- (4.) Rents for the use of any property belonging to the second parties (including refreshment rooms book-stalls advertising and depôt ground) and all other revenues of the second parties except the rents of surplus lands held by the second parties and transfer fees but under deduction of all feu duties ground annuals rents and other periodical or annual payments as well as rates taxes and public and local burdens effeiring to such property :
- (5.) The first parties shall collect the said gross revenues and shall be entitled to retain fifty per centum thereof as their remuneration for maintaining the railway and working and managing the traffic thereon including compensation claims consequent thereon and collecting the said revenues and

shall pay over the balance of fifty per centum to or for behoof of the second parties in manner herein-after provided. A.D. 1893.

Article Sixth.—Out of the said balance the second parties shall pay :—

- (1.) Government duty :
- (2.) All feu duties ground annuals rents and other periodical or annual payments (if any) payable in respect of any lands acquired and held on lease by them :
- (3.) All compensation to tenants (if any) in respect of any lands acquired or injuriously affected by them so far as not chargeable against the capital of the second parties :
- (4.) All rates taxes and public and local burdens of every kind payable in respect of the railway :
- (5.) All interest on temporary loans of the second parties ; and
- (6.) The reasonable expense of the directorial and financial management of the business of the second parties including salaries of secretary treasurer and other officers who may be employed by them in these departments and such other charges and expenses as may be reasonably incurred on behalf of the second parties.

Article Seventh.—If the nett revenue accruing to the second parties after payment of the items included in Article Sixth is not sufficient in any half-year to pay interest or dividend for such half-year at the rate of three and one-half per cent. per annum on the paid-up share and loan capital of the second parties the first parties shall contribute such sum as may be necessary to make up that interest or dividend upon the paid-up shares and mortgages and debentures and debenture stock of the second parties and the whole surplus (if any) of the nett revenues of the second parties after payment of such interest or dividend at the rate foresaid shall belong and be paid to the first parties.

Article Eighth.—Returns of all traffic falling within this Agreement in so far as the second parties are interested therein shall be rendered by the first parties to the second parties monthly and the second parties may at their own expense employ officials to check the same and see that the traffic is duly accounted for and for this purpose the first parties will keep proper and sufficient accounts and vouchers which shall be open at all reasonable times for examination and transcription by such officials The revenues due to the second parties shall be paid over monthly to them or their treasurer or secretary or to such banker or other persons as they shall direct and appoint.

Article Ninth.—This Agreement is made subject to such alterations as Parliament may see fit to make thereon and shall be scheduled to and confirmed by the Bill now pending in Parliament promoted by the first parties.

Article Tenth.—All questions which may arise between the parties hereto in relation to this Agreement or to the import or meaning thereof or to the carrying out of the same shall be referred to arbitration under and in terms of the Railway Companies Arbitration Act 1859 In witness whereof these presents written on this and the three preceding pages by James Parlane Gilmour clerk to James Watson solicitor of the said North British Railway Company Edinburgh are (with the declaration that the word "thereon"

A.D. 1893. — occurring in the sixteenth line and that the words "half yearly" occurring in the forty-second and forty-third lines respectively of page third hereof are delete before subscription) subscribed and sealed in duplicate as follows videlicet are subscribed by Roderick William Colquhoun and James Hall Renton two of the directors and by George Bradley Wieland secretary of the said West Highland Railway Company namely By the said George Bradley Wieland and are sealed with the corporate seal of said West Highland Railway Company at Edinburgh on the third day of February eighteen hundred and ninety-three before these witnesses William Fulton Jackson and Robert Paton both clerks in the head office Edinburgh of the said North British Railway Company By the said Roderick William Colquhoun at Stansted Hall Stansted Essex on the sixth day of said month and year last mentioned before these witnesses Noah Amber Butler and Herbert Gladstone Geeson (who subscribes "Herbert Geeson") footman both to William Fuller Maitland Esquire Member of Parliament Stansted Hall Stausted Essex aforesaid and by the said James Hall Renton at Mentone France on the eleventh day of said month and year last mentioned before these witnesses Tom Charles Lassam clerk Mentone France and John Philipp Werner courier Mentone France and are also subscribed by Peter Garnett and Henry Grierson two of the directors and by John Cathles secretary of the said North British Railway Company and sealed with the corporate seal of said North British Railway Company all at Edinburgh on the sixteenth day of said month and year last mentioned before these witnesses John Martin assistant secretary of the said North British Railway Company and William Irving clerk in the head office Edinburgh of the said North British Railway Company.

(Signed) PETER GARNETT Director.
 HENRY GRIERSON Director.
 JNO. CATHLES Secy.
 N. B. Rly. Coy.
 R. W. COLQUHOUN.
 J. H. RENTON.
 G. B. WIELAND Secy.
 W. H. Ry. Co.

(Signed) JN. MARTIN Witness.
 W. IRVING Witness.
 NOAH AMBER Witness.
 HERBERT GEESON Witness.
 T. C. LASSAM Witness.
 J. PH. WERNER Witness.
 W. F. JACKSON Witness.
 ROBT. PATON Witness.

L.S.

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