ANNO DECIMO & UNDECIMO

VICTORIÆ REGINÆ.

****

Cap. xcv.

An Act to authorize the Purchase of the *Glasgow Southern Terminal* Railway by the *Glasgow, Barrhead, and Neilston Direct* Railway Company, and to amend the Acts relating to the said Company. [2d *July* 1847.]

WHEREAS an Act was passed in the Eighth and Ninth Years of the Reign of Her present Majesty, intituled "The *Glasgow, Barrhead, and Neilston Direct* Railway Act, 1845:" And whereas an Act was passed in the Ninth and Tenth Years of the Reign of Her said Majesty, intituled "The *Glasgow, Barrhead, and Neilston Direct* Railway (Branches to *Thornliebank* and *Househill*) Act, 1846:" And whereas an Act was passed in the Ninth and Tenth Years of the Reign of Her said Majesty, intituled "The *Glasgow Southern Terminal* Railway Act, 1846:" And whereas the Line of the *Glasgow Southern Terminal* Railway adjoins the *Glasgow, Barrhead, and Neilston Direct* Railway, and affords a Means of Connexion between the last-mentioned Railway and the City of *Glasgow*, and it would be attended with public Advantage and Convenience if the *Glasgow Southern Terminal* Railway were united and incorporated with the *Glasgow, Barrhead, and Neilston Direct* Railway: And whereas the Line of the

Glasgow Southern Terminal Railway is now in course of Construction, and the *Glasgow, Barrhead, and Neilston Direct* Railway Company are willing to purchase the said *Glasgow Southern Terminal* Railway, and all the Lands and Works connected therewith, and all the Estate and Interest therein of the Company of Proprietors of the said *Glasgow Southern Terminal* Railway, and the said last-mentioned Company are willing to sell the same; but such Purchase and Sale cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That it shall be lawful for the *Glasgow Southern Terminal* Railway Company, and they are hereby authorized and required, to sell, transfer, and convey the said *Glasgow Southern Terminal* Railway, or the Right to form the same, with all Lands and Works connected therewith, and all the Estate and Interest of the Company of Proprietors therein, to the *Glasgow, Barrhead, and Neilston Direct* Railway Company, on the Payment to them of the whole Outlay and Expences which the said *Glasgow Southern Terminal* Railway Company may have incurred with reference thereto, and with reference to the obtaining and carrying into effect the Act relating to the said Railway, and that it shall be lawful for the said *Glasgow, Barrhead, and Neilston Direct* Railway Company, and they are hereby authorized and required, to purchase and accept the same, and to pay to the said *Glasgow Southern Terminal* Railway Company as the Consideration of such Sale and Conveyance the whole of the said Outlay and Expences as above mentioned.

Power to sell the Glasgow Southern Terminal Railway.

Railway to vest in Glasgow, Barrhead, and Neilston Direct Railway on Completion of Purchase.

II. And be it enacted, That from and after the Completion of the said Purchase by the said *Glasgow, Barrhead, and Neilston Direct* Railway Company (of which Completion a Deed or Instrument of Conveyance, duly executed and stamped for denoting the Payment of the full and proper Stamp Duty by Law payable in respect of the said Purchase or Consideration Money, shall be sufficient Evidence,) all the Railway, Works, Lands, and Hereditaments, and all Chattels, Monies, and other Property and Effects of, belonging, due, and owing to the said *Glasgow Southern Terminal* Railway Company, and all the Rights, Privileges, Powers, and Authorities given to or vested in the said Company in relation to the said Railway by the said recited Act relating thereto, shall, subject to the existing Debts, Liabilities, Engagements, Contracts, and Obligations affecting the same and the said *Glasgow Southern Terminal* Railway Company, be and be held to be and the same are hereby vested in the said *Glasgow, Barrhead, and Neilston Direct* Railway Company, and may be lawfully held, used, exercised, and enjoyed by and in the Name of such last-mentioned Company in the same Manner and to the same Extent as if the *Glasgow Southern Terminal* Railway had been originally authorized to be made and maintained by the *Glasgow, Barrhead, and Neilston Direct* Railway Company.

Purchase Money to be paid to Di-

III. And be it enacted, That the aforesaid Purchase Money or Price of the said *Glasgow Southern Terminal* Railway shall be paid to

to the Directors for the Time being of the said *Glasgow Southern Terminal* Railway Company, and the Receipt or Receipts in Writing of Three of the Directors for the Time being of the said *Glasgow Southern Terminal* Railway Company for the Purchase Money so to be payable to the same Company as aforesaid, and for any other Money which may be payable to the same Company by the said *Glasgow, Barrhead, and Neilston Direct* Railway Company on any account whatsoever, shall effectually discharge the said *Glasgow, Barrhead, and Neilston Direct* Railway Company from the Sum or Sums which in such Receipt or Receipts shall be expressed or acknowledged to be received; and such last-mentioned Company shall not be obliged or concerned to see to the Application thereof, nor be otherwise answerable or accountable for any Loss, Misapplication, or Nonapplication thereof, or of any Part thereof.

Directors of Glasgow Southern Terminal Railway Company.

IV. And be it enacted, That upon the Completion of the said Purchase by the *Glasgow, Barrhead, and Neilston Direct* Railway Company, and after the Execution of a Deed or Instrument of Conveyance duly stamped as aforesaid, and upon Publication of a Notice thereof in the *Edinburgh Gazette* and in some Newspaper or Newspapers published in the Counties of *Lanark* and *Renfrew* respectively, the said recited Act relating to the said *Glasgow Southern Terminal* Railway shall, except in so far as the Act relates to the Construction and Maintenance of the said *Glasgow Southern Terminal* Railway, and Works connected therewith, and except in so far as herein-after mentioned, be and the same is hereby repealed, and that the said *Glasgow Southern Terminal* Railway Company shall be dissolved: Provided always, that the Repeal of the said Act shall not annul or anywise prejudice or affect any Purchase, Sale, Conveyance, Grant, Security, Act, Matter, or Thing whatsoever theretofore made, done, executed, commenced, or instituted under or by virtue or in pursuance of the said recited Act so repealed, but that all such Purchases, Sales, Conveyances, Grants, Securities, Acts, Matters, and Things shall be and remain as good, valid, and effectual to all Intents and Purposes whatsoever as if the said recited Act had not been repealed.

On Completion of Purchase the Act relating to Glasgow Southern Terminal Railway repealed.

V. Provided also, and be it enacted, That nothing herein contained shall extend or be deemed or construed to extend in any way to defeat, affect, or prejudice any Rights, Privileges, Liberties, Powers, Easements, Accommodations, or Exemptions, or any of them, which, under or by virtue of the said hereby repealed Act, are granted, continued, or reserved to or for the Benefit of Persons and Corporations whose Estates, Properties, or Interests are, have been, or may be in anywise affected in or by the making or maintaining or otherwise on account of the Railway and Works by the said Act authorized to be made and maintained, or to which such Persons and Corporations respectively are or may be otherwise entitled under or by virtue of the said Act, but all such Rights, Privileges, Liberties, Powers, Easements, Accommodations, and Exemptions shall be and they are hereby declared to be as valid and effectual as if the said Act were not repealed; and such several Persons and Corporations shall be entitled to, and shall have, use, and enjoy, the same Rights, Privileges, Liberties, and Powers, Easements, Accommodations, and

Saving Rights.

Exemptions,

Exemptions, or such and so many of them, as immediately before the passing of this Act they were entitled to have, use, and enjoy, as fully and effectually as if the said Act had not been repealed, and shall and may have and be entitled to such and the like Powers and Remedies upon and against the said *Glasgow, Barrhead, and Neilston Direct* Railway Company, for securing the Possession, Use, and Enjoyment of such Rights, Privileges, Easements, Accommodations, and Exemptions, as, under the Provisions of the said hereby repealed Act, they had or were or might have been entitled to against the said *Glasgow Southern Terminal* Railway Company in case such Act had not been repealed; and all such Penalties, Damages, Monies, Costs, and Expences as, under the Provisions of the said last-mentioned Act, would or might but for such Repeal have become payable to or recoverable by such Persons and Corporations as aforesaid of and from the said *Glasgow Southern Terminal* Railway Company in case the same Act had not been repealed, shall be payable by and recoverable from the said *Glasgow, Barrhead, and Neilston Direct* Railway Company in such Manner and by such Ways and Means as the same are respectively made payable and recoverable under the Provisions of the last-mentioned Act.

Conveyances in favour of the Glasgow Southern Terminal Railway Company to be for the Benefit of the purchasing Company.

VI. And be it enacted, That all Contracts, Agreements, Conveyances, Bonds, Covenants, and Securities, Debts and Liabilities, made, contracted, or entered into with, to, or in favour of, or by or for, the *Glasgow Southern Terminal* Railway Company before the passing of this Act, shall henceforth be and remain as good, valid, and effectual in favour of, against, and in reference to the *Glasgow, Barrhead, and Neilston Direct* Railway Company, and may be proceeded on and enforced in the same Manner by or against the said *Glasgow, Barrhead, and Neilston Direct* Railway Company to all Intents and Purposes as if the said *Glasgow, Barrhead, and Neilston Direct* Railway Company had been a Party to and executed the same, or had been named or referred to therein, or had contracted the same, instead of the said *Glasgow Southern Terminal* Railway Company.

Actions, &c. not to abate.

VII. And be it enacted, That no Action, Suit, Prosecution, or other Proceeding whatsoever, commenced either by or against the said *Glasgow Southern Terminal* Railway Company previously to the passing of this Act, shall abate or be discontinued or prejudicially affected by such Repeal, but on the contrary that the same shall continue and take effect, either in favour of or against the said *Glasgow, Barrhead, and Neilston Direct* Railway Company in the same Manner in all respects as the same would have continued and taken effect in relation to the said *Glasgow Southern Terminal* Railway Company if the said Act relating thereto had not been repealed; and also that all Penalties incurred by reason of any Offence committed against the Provisions of the said Act previously to the Repeal thereof shall and may be sued for, and all Offences which may have been committed before such Repeal against the Provisions of the said Act may be prosecuted, in such or the like Manner to all Intents and Purposes as the same might have been sued for and prosecuted respectively if the same Act had not been repealed; the said *Glasgow, Barrhead, and Neilston Direct* Railway

Company being, in reference to the Matters in this Enactment mentioned, in all respects substituted in the Place of the said *Glasgow Southern Terminal* Railway Company.

Provisions of Glasgow, Barrhead, and Neilston Direct Railway Act to be extended to this Act.

VIII. And be it enacted, That from and after the Completion of the said Purchase all and singular the Powers and Provisions, Clauses, Matters, and Things, in the said recited Acts relating to the *Glasgow, Barrhead, and Neilston Direct* Railway, or any of them, contained, shall, so far as they are not repealed, altered, varied, or otherwise provided for by this Act or by any Statute, extend to this Act and to the Objects and Purposes thereof, and to the said *Glasgow Southern Terminal* Railway, and the Works, Conveniences, Lands, Tenements, and Hereditaments hereby vested in the said *Glasgow, Barrhead, and Neilston Direct* Railway Company, to all Intents and Purposes, as if the same Railway and Works, Conveniences, Lands, Tenements, and Hereditaments had in and by the said last-mentioned Acts been vested in and made Part of the Undertaking of the said *Glasgow, Barrhead, and Neilston Direct* Railway Company, and as if the Enactments, Powers, Provisions, Clauses, Matters, and Things in the same Acts, or any or either of them, contained, had been in and by the said last-mentioned Acts expressly enacted in reference to the said *Glasgow Southern Terminal* Railway, and the Works, Conveniences, Lands, Tenements, and Hereditaments of or belonging thereto, or connected therewith, as well as to the said *Glasgow, Barrhead, and Neilston Direct* Railway, and also as if the same Powers, Provisions, Clauses, Matters, and Things were expressly repeated in this present Act with reference to the Objects and Purposes of the said *Glasgow Southern Terminal* Railway.

Books, &c. of the Glasgow Southern Terminal Railway Company to be Evidence.

IX. And be it enacted, That all Books, Plans, and other Documents whatsoever by the said recited Act relating to the *Glasgow Southern Terminal* Railway authorized or directed to be kept, and thereby made Evidence, shall henceforth, and notwithstanding the Repeal of the said Act, be admitted as Evidence in all Courts of Law or elsewhere.

Purchasing Company bound to do such Acts, &c. as the Glasgow Southern Terminal Railway Company were bound to do.

X. And be it enacted, That all Works and Things which, under the Provisions of the said recited Act relating to the *Glasgow Southern Terminal* Railway, the said *Glasgow Southern Terminal* Railway Company were bound, required, empowered, or made liable to make, construct, complete, or maintain, and all Repairs thereof respectively, and all Regulations and Restrictions which, under the Provisions of the said Act, were imposed upon or required to be observed by the said last-mentioned Company for the Safety, Protection, Accommodation, Convenience, Enjoyment, and Benefit of Persons and Corporations whose Estates, Properties, or Interests were or might be affected by the making and maintaining of the said Railway and Works by the same Act authorized to be made and maintained, and for the Protection of such Estates, Properties, and Interests, and for securing the Enjoyment of such Estates and Interests as aforesaid, or such and so many of the Works, Acts, Matters, Things, Regulations,

Regulations, and Restrictions as the same Company would have been bound or liable to construct, complete, maintain, make, do, execute, observe, or perform if this Act had not passed, shall be constructed and maintained, made, done, executed, observed, performed, kept, and paid, by the said *Glasgow, Barrhead, and Neilston Direct* Railway Company, as fully to all Intents and Purposes as the same were by the said Act required to be made, done, executed, maintained, observed, performed, and kept by the said *Glasgow Southern Terminal* Railway Company, and as if the several Provisions in the said last-mentioned Act contained in reference thereto had been specially repeated and re-enacted in and by this Act, and had been made applicable to the said *Glasgow, Barrhead, and Neilston Direct* Railway Company.

Power to Glasgow, Barrhead, and Neilston Direct Railway Company to raise Money.

XI. And whereas by the said recited Act relating to the *Glasgow Southern Terminal* Railway it was enacted that the Capital of the Company should be Forty thousand Pounds; be it therefore enacted, That it shall be lawful to the *Glasgow, Barrhead, and Neilston Direct* Railway Company, for the Purpose of the Purchase of the said *Glasgow Southern Terminal* Railway, and for the Construction and Completion of the said Railway, from Time to Time to raise, in addition to the Sums which they are authorized to raise by the Acts relating to the *Glasgow, Barrhead, and Neilston Direct* Railway, or which they may be authorized to raise by any other Act or Acts to be passed in the present Session of Parliament, the further Sum of Forty thousand Pounds by the Creation of new Shares or Stock upon such Terms and in such Manner as may have been or may be agreed upon at any Extraordinary Meeting or Meetings of the Company; and the new Shares or Stock created by virtue of this Act shall become Part of the general Capital of the Company, and shall be in lieu and in place of the said Sum of Forty thousand Pounds authorized to be raised by the Act relating to the said *Glasgow Southern Terminal* Railway herein-before repealed.

Powers of borrowing.

XII. And be it enacted, That so soon as One Half of the Capital authorized to be raised by this Act and by the Acts relating to the *Glasgow, Barrhead, and Neilston Direct* Railway shall be paid up, and the whole thereof subscribed for, it shall be lawful to the *Glasgow, Barrhead, and Neilston Direct* Railway Company from Time to Time to borrow, and if repaid to reborrow, in the Manner and by the Ways and Means in that Behalf provided in the Acts relating to the *Glasgow, Barrhead, and Neilston Direct* Railway, any Sum or Sums not exceeding in all the Sum of Thirteen thousand three hundred and thirty-three Pounds, in addition to the Sums authorized to be borrowed by the Acts relating to the *Glasgow, Barrhead, and Neilston Direct* Railway, and in addition to any Sum or Sums which the said *Glasgow, Barrhead, and Neilston Direct* Railway Company are or may be authorized to borrow by any Act or Acts to be passed during the present Session of Parliament.

Provisions of 8 & 9 Vict. c. 17. as to

XIII. And be it enacted, That all the Provisions of the Companies Clauses Consolidation (*Scotland*) Act, 1845, with respect to the

the borrowing of Money by the Company, and to the Conversion of Money borrowed or authorized to be borrowed into Capital, shall be held applicable to the borrowing by the said Company of the Money hereby authorized to be borrowed by them, and to the Conversion thereof into Capital. borrowing Money to apply to this Act.

XIV. And be it enacted, That it shall be lawful for the *Glasgow, Barrhead, and Neilston Direct* Railway Company, after the Completion of any such Purchase and Sale as aforesaid, to demand or receive in respect of Passengers, and of the several Articles, Matters, and Things, and of the several Descriptions of Animals herein-after mentioned, conveyed on the said *Glasgow Southern Terminal* Railway, any Tolls not exceeding the following; (that is to say,) Rates to be taken.

Tonnage on Articles of Merchandize.

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile Two-pence; and if conveyed by Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Penny:

For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandize, *per* Ton *per* Mile Two-pence Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Penny:

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile Three-pence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Penny Halfpenny:

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandize, Fish, Articles, Matters, or Things, *per* Ton *per* Mile Four-pence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of Two-pence:

And for every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per* Mile not exceeding Five-pence:

And a Sum of Five-pence *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile of Five-pence.

Tolls for Passengers and Cattle.

In respect of Passengers and Animals conveyed in Carriages upon the said Railways, as follows:

For every Person conveyed in or upon any such Carriage, *per* Mile Two-pence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum of Two-pence:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, conveyed in or upon

upon any such Carriage, *per* Mile Two-pence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum of Three-pence:

For every Calf or Pig, Sheep, Lamb, or other small Animal, conveyed in or upon any such Carriage, *per* Mile Three Farthings; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum of Three Farthings.

Tolls for propelling Power.

XV. And be it enacted, That the Toll which the *Glasgow, Barrhead, and Neilston Direct* Railway Company may demand for the Use of Engines for propelling Carriages on the said *Glasgow Southern Terminal* Railway shall not exceed One Penny *per* Mile for each Passenger or Animal, or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Regulations as to the Tolls.

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

For Fractions of a Mile the Company may demand Tolls on Merchandize for such Fractions 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; and with respect to Passengers every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

For a Fraction of a Ton the Company may demand Toll according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

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

For the Carriage of small Parcels (that is to say, Parcels not exceeding Five hundred Pounds Weight each,) the Company may demand any Sum which they think fit; provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons, but shall not exceed Eight Tons, the Company may

demand such Sum as they think fit, not exceeding Twelve-pence *per* Ton *per* Mile:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand such Sum as they think fit.

Limiting Charges for Conveyance of Passengers.

XVIII. And be it enacted, That it shall not be lawful for the *Glasgow, Barrhead, and Neilston Direct* Railway Company to demand or receive any greater Sum in respect of the Carriage of Passengers conveyed on the said *Glasgow Southern Terminal* Railway than Three-pence *per* Passenger *per* Mile in respect of any Passenger travelling in a First-class Carriage, and Two-pence *per* Passenger *per* Mile in respect of any Passenger travelling in a Second-class Carriage, and One Penny Halfpenny *per* Passenger *per* Mile in respect of any Passenger travelling in a Third-class Carriage, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance, unless in the Case of Passengers travelling by Special Trains.

Luggage.

XIX. And be it enacted, That every Passenger travelling upon the said Railway may take with him his ordinary Luggage, not exceeding One hundred Pounds in Weight for First-class Passengers, Sixty Pounds in Weight for Second-class Passengers, and Forty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Limiting Charges for Conveyance of Goods.

XX. And be it enacted, That it shall not be lawful for the *Glasgow, Barrhead, and Neilston Direct* Railway Company to charge in respect of the several Articles, Matters, and Things, and of the several Descriptions of Animals herein-after mentioned, conveyed on the said *Glasgow Southern Terminal* Railway, any greater Sum, including the Charges for the Use of Carriages, Waggons, or Trucks, and for locomotive Power, and all other Charges incidental to such Conveyance, than the several Sums herein-after mentioned; (that is to say,)

For Dung, Compost, and all Sorts of Lime and Limestone, Manure, and undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile Two-pence:

For Coals, Coke, Culm, Charcoal, and Cinders, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Hoop Iron, and other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandize, *per* Ton *per* Mile Two-pence Halfpenny:

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

For Cotton and other Wools, Drugs, manufactured Goods, and other Wares, Merchandize, Fish, Articles, Matters, and Things, *per* Ton *per* Mile Four-pence:

And for every Carriage, of whatever Description, not being adapted and used for travelling on a Railway, and not weighing more than

than One Ton, carried or conveyed on a Truck or Platform, *per* Mile Five-pence:

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

For every Ox, Cow, Bull, or Neat Cattle, *per* Mile Two-pence:

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

As to Tolls, &c. authorized to be levied by this Act.

XXI. And be it enacted, That the Tolls, Rates, and Charges by this Act authorized to be levied shall be in lieu of the Tolls, Rates, and Charges authorized to be levied by the Acts relating to the said *Glasgow Southern Terminal* Railway.

Company to remedy Inconveniences when required.

XXII. And be it enacted, That if at any Time after the passing of this Act it shall appear to the Commissioners of Railways to be necessary for the Interests of the Public, it shall be lawful for the said Commissioners to require the said amalgamated Company to proceed forthwith to the Correction or Prevention of any Inconveniences or Evils by the said Commissioners specified; and upon the Failure or Inability of the said amalgamated Company to comply with the Requisitions of the said Commissioners in the Particulars aforesaid within a Period of Six Months from the Date of such Requisition, it shall be lawful for the said Commissioners to serve the said amalgamated Company with Notice to introduce into Parliament in the then existing Session, if Parliament should be sitting, and if not, in the next ensuing Session, a Bill or Bills for amending this Act in such Particulars as aforesaid, and thereupon the said amalgamated Company shall and they are hereby required to introduce such Bill or Bills accordingly, and duly to prosecute the same, in default whereof it shall be lawful for the said Commissioners to introduce or prosecute (as the Case may be) such Bill or Bills at the Expence of the said amalgamated Company.

Powers of Sale not to be exercised without Certificate of Commissioners of Railways.

XXIII. Provided always, and be it enacted, That it shall not be lawful for the said *Glasgow Southern Terminal* Railway Company by virtue of the Powers herein-before contained to sell, nor for the said *Glasgow, Barrhead, and Neilston Direct* Railway Company to purchase, the said *Glasgow Southern Terminal* Railway, unless it shall have been proved to the Satisfaction of the Commissioners of Railways, and certified by them under their Seal, previously to the Completion of such Sale, that One Half of the whole Amount of the Capital (exclusive of Loans) by the Act or Acts relating to each of the said Companies authorized to be raised has been actually paid and expended for the Purposes authorized by such Act or Acts respectively.

Railways to be subject to Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55.,

XXIV. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway;* and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways;* and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops;* and

and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways;* and another Act was passed in the Ninth and Tenth Years of the Reign of Her present Majesty, intituled *An Act for regulating the Gauge of Railways;* be it enacted, That nothing in this Act contained shall be held to exempt the said Railway or the said *Glasgow, Barrhead, and Neilston Direct* Railway Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Company so far as the same shall be applicable thereto. 7 & 8 Vict. c. 85., and 9 & 10 Vict. c. 57.

Railway to be subject to Provisions of future general Acts.

XXV. And be it further enacted, That nothing herein contained shall be deemed or construed to exempt the Railway by this or the said recited Acts authorized to be made from the Provisions of any general Act relating to such Acts, or of any general Act relating to Railways, now in force, or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act.

Expences of Act.

XXVI. And be it enacted, That the Expences of applying for and obtaining this Act, and anywise incident thereto, shall be paid by the *Glasgow, Barrhead, and Neilston Direct* Railway Company, or the Directors of the said Company, out of the first Monies belonging to the said Company that shall come into their Hands.

Public Act.

XXVII. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such.

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