ANNO DECIMO OCTAVO

VICTORIÆ REGINÆ.

****

Cap. lxix.

An Act for making a Railway from the *Oxford* Branch of the *Great Western* Railway to *Abingdon*. [15th *June* 1855.]

WHEREAS the making of a Railway from the *Oxford* Branch of the *Great Western* Railway to *Abingdon* would be of public and local Advantage: And whereas the Persons herein-after named, with others, are willing, at their own Expense, to carry the said proposed Undertaking into execution; but such Object 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, as follows; (that is to say,)

I. That the several Acts of Parliament following, that is to say, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act. 8 & 9 Vict. cc. 16. 18. and 20. incorporated with this Act.

II. That in citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "The *Abingdon* Railway Act, 1855." Short Title.

Incorporation of Company.

III. That *John Hyde* the younger, *Edwin James Trendell*, *George Bowes Morland*, *John Creemer Clarke*, *James Badcock Sedgefield*, *George Reed*, and *James Williams*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining and shall have Power to make and maintain the Railway defined on the Plan deposited as herein-after mentioned, with proper Works and Conveniences connected therewith, according to the Provisions of this Act and the Acts incorporated therewith; and for such Purpose, and for other Purposes herein-after specified, shall be incorporated by the Name of "The *Abingdon* Railway Company," and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Act contained.

Capital.

IV. That the Capital of the said Company shall be Fifteen thousand Pounds, and the Number of Shares into which the said Capital shall be divided shall be Fifteen hundred, and the Amount of each Share shall be Ten Pounds.

Calls.

V. That Two Pounds Ten Shillings *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and One Month at least shall be the Interval between successive Calls.

Interest or Dividends not to be paid on Calls paid up.

VI. That it shall not be lawful for the said Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein contained shall be deemed to prevent the said Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the Provisions in the "Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Deposits for future Bills not to be paid out of Company's Capital.

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

Power to borrow Money.

VIII. That it shall be lawful for the said Company to borrow on Mortgage or Bond any Sum or Sums of Money not exceeding in the whole

whole Five thousand Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Fifteen thousand Pounds shall have been subscribed for, and One Half Part thereof shall have been actually paid up.

Appointment of Receiver.

IX. That it shall be lawful for the Holders or Holder of any Mortgage or Mortgages granted by the Company, the Principal secured by which shall not be less in the whole than One thousand Pounds, to enforce the Payment of such Principal or any Arrears of Interest due thereon by the Appointment of a Receiver.

Money raised to be applied to Purposes of this Act.

X. That all Monies raised by Shares or borrowing under the Powers of this Act shall be applied only to the Purposes by this Act authorized.

Number and Qualification of Directors.

XI. That after the First General Meeting of the Company, and subject to the Provisions herein-after contained, the Number of Directors of the said Company shall be Seven, and the Qualification of a Director shall be the Possession of Twenty Shares in the Undertaking.

Quorum of Directors.

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

First Directors of the Company.

XIII. That until such First Meeting of the Company as aforesaid, *John Hyde* the younger, *Edwin James Trendell*, *George Bowes Morland*, *John Creemer Clarke*, *James Badcock Sedgefield*, *George Reed*, and *James Williams* shall be the First Directors of the Company.

Term of their Office, and Election of Successors.

XIV. That the Directors herein-before appointed shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office all or any of the Directors appointed by this Act, or may elect any new Director or Directors to make up the full Number of which the Board of Directors is to consist; and at the First Ordinary Meeting to be held in every Year thereafter the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of such of the Directors as shall then, in accordance with the Provisions contained in "The Companies Clauses Consolidation Act, 1845," retire from Office; and the several Persons elected at any such Meeting, being neither removed or disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead, as in the last-mentioned Act is provided.

Power to vary the Number of Directors.

XV. That it shall be lawful for the Company, by the Vote of any General or Special General Meeting, from Time to Time to reduce the

the Number of Directors for the Time being, but so that the Number of Directors shall at no Time be less than Five.

Newspapers for Advertisements.

XVI. That all Advertisements relating to the Affairs of the Company shall be inserted in at least One Paper published in the County of *Berks*.

Power to make Railway according to deposited Plans.

XVII. And whereas Plans and Sections of the Railway, showing the Line and Levels thereof, and a Book of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass, have been deposited with the Clerk of the Peace for the County of *Berks*: Be it enacted, That, subject to the Provisions in this and the Acts incorporated therewith contained, it shall be lawful for the Company to make and maintain the said Railway and Works in the Line and Levels and upon the Lands delineated on the said Plans and Sections and described in the said Book of Reference, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Line of Railway.

XVIII. That the said Railway shall commence by a Junction with the *Oxford* Branch of the *Great Western* Railway at or near the Distance Post thereon denoting Fifty-seven and a Half Miles from *London* in the Parish of *Radley* in the said County of *Berks*, and shall terminate at or near to *Stert Street* in the Parishes of *Saint Nicholas* and *Saint Helen*, *Abingdon*, in the same County.

Railway to be in the Broad Gauge.

XIX. That the Railway hereby authorized, and all the Stations, Sidings, Works, and the Conveniences connected therewith, shall be constructed and completed of such Gauge and according to such Mode of Construction as will admit of the same being worked and used upon the Gauge of Seven Feet and continuously with the *Great Western* Railway.

As to Communications with Lines of Great Western Railway Company.

XX. That all Communications between the Railways by this Act authorized to be made and any Line of the *Great Western* Railway Company, and all Openings in the Ledges or Flanches of any such Line which may be necessary or convenient for effecting any such Communication, shall be made under the Direction and Superintendence of and in such Manner as may be approved by the Engineer for the Time being of the *Great Western* Railway Company.

Not to take Lands of the Great Western Railway Company without Consent.

XXI. That nothing in this Act shall authorize or enable the Company to take or enter upon any Land or Property belonging to the *Great Western* Railway Company, or to alter, vary, or interfere with the *Great Western* Railway Company, or any of the Works thereof, further or otherwise than is expressly authorized, without the

Consent

Consent in Writing of the *Great Western* Railway Company in every Instance for that Purpose first had and obtained.

Saving Rights of Great Western Railway Company.

XXII. That nothing in this Act shall prejudice, diminish, alter, or take away, further or otherwise than is expressly authorized, any of the Rights, Privileges, Powers, or Authorities vested in the *Great Western* Railway Company.

Power to lay down Narrow Gauge Lines.

XXIII. That, notwithstanding the Provision herein-before contained, it shall be lawful for the Company, if they shall think fit, to lay down and maintain on the Line of Railway hereby authorized, and on the Conveniences connected therewith, such additional Rails as may be necessary for the Passage thereon of Engines and Carriages adapted to the Narrow Gauge of Four Feet Eight Inches and One Half; and that in case the Board of Trade shall at any Time by Notice in Writing require the Company to lay down such additional Rails, then the Company shall and they are hereby required, within the Period limited by such Notice, to lay down and maintain on the Line of Railway and the Conveniences connected therewith such additional Rails as aforesaid: Provided always, that such additional Rails shall be so laid down as not to obstruct the free Use of the Rails hereby directed to be laid down on the said Line and Conveniences of the broader Gauge of Seven Feet, and that the Railway, so far as regards the mechanical Construction of the Mixed Guage, shall be executed to the Satisfaction of the Board of Trade.

Railway to be kept open with both Gauges.

XXIV. That after such Narrow Gauge Rails shall have been so laid down, and subject as hereafter mentioned, the Company shall and they are hereby required at all Times hereafter to maintain the said Railway in a good and sufficient state upon both the Gauges herein-before specified, so as to admit of the uninterrupted Passage along the same of Engines and Carriages adapted to each of such Gauges, and shall and they are hereby required, at all proper and reasonable Times hereafter, to permit of the Passage on the Narrow Gauge Rails of the said Railway of Engines and Carriages to and from the several Narrow Gauge Railways which do or shall communicate therewith respectively, and to afford all proper and convenient Accommodations in respect of Stations, Sidings, Waiting and Watering Places, and other Facilities for the Passage on the said Railway of such Narrow Gauge Engines and Carriages as aforesaid, and upon such Terms and Conditions, and subject to such Regulations, as may be agreed upon between the Company and the Proprietors of such Narrow Gauge Engines and Carriages, or in case of Difference as shall be settled by the Board of Trade: Provided always, that if the Company shall at any Time fail so to do, or shall cause any Impediment to such uninterrupted Passage, or if it shall at any Time appear to the Board of Trade that

the System of the Mixed Gauge on the said Railway is not so regulated and conducted by the Company as to afford proper and adequate Facilities for the Traffic to be conveyed thereon on the Narrow Gauge, it shall be lawful for the Board of Trade to order such Impediment to be removed, or, as the Case may require, to make such Rules and Regulations for the Purpose of securing such Facilities as aforesaid as to them may seem expedient; and the Company shall be bound to obey the Directions of the Board of Trade in reference to the Objects aforesaid: Provided also, that if it shall appear to the Board of Trade, from the Experience afforded by the working of the said Railway upon both the said Gauges, that the Traffic thereon cannot be conducted with Safety and Economy to the Public, it shall be lawful for the Board of Trade to determine which, if either, of the said Gauges shall be taken up and removed, and the said Company shall remove the same accordingly.

The Company and the Great Western Railway Company may enter into mutual Arrangements for working the the Line.

XXV. That it shall be lawful for the Company and the *Great Western* Railway Company to enter into mutual Arrangements and Agreements, either temporary or permanent, with reference to the Management or working of the Railway by this Act authorized, and the carrying on or Conduct of the Traffic by or upon or arising from such Railway, and also with reference to the working, Management, Use, Maintenance, and repairing thereof, and also with reference to the Payment or Contribution, by or between the said Two Companies, or of or by the one of them to the other of them, of or towards the Costs, Charges, and Expenses of such Management, working, carrying on, Use, Maintenance, and Repairs respectively, or with reference to any such Matters, and also with reference to the Rates, Tolls, and Charges to be charged or taken by both or either of the said Two Companies (not exceeding the maximum Rates, Tolls, and Charges authorized by this Act), and also with reference to the Division and Apportionment between the said Two Companies of such Rates, Tolls, and Charges; and it shall also be lawful for the said Two Companies to appoint and from Time to Time to continue a Joint Committee of Management, and to entrust to such Committee any of the Powers vested in the said Two Companies or either of them, and generally from Time to Time to make and enter into such Arrangements and Agreements as they may think fit with reference to the Matters aforesaid or any of them: Provided always, that any such Arrangement and Agreement, if made for a longer Period than Ten Years, shall be subject to the Revision of the Board of Trade at the Expiration of every Ten Years from the making thereof, and that the Board may, by Notice in Writing to the said Companies or either of them, given within Six Months after the Expiration of any of the said Periods of Ten Years, declare such Arrangement and Agreement void at the Expiration of One Year from the Date of such Notice, unless the said

Companies

Companies shall, under their Common Seals, within such last-named Period, consent to be bound by such Conditions and Modifications as such Board may deem necessary or expedient, and may define in such Notice.

Limiting Time for compulsory Purchase of Lands.

XXVI. That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Two Years from the passing of this Act.

Limiting Time for Exercise of other Powers.

XXVII. That the Railway shall be completed within Three Years from the passing of this Act, and at the Expiration of that Period all the Powers hereby granted to the Company for making the Railway hereby authorized, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the same as shall then be completed.

Security for Completion of Railway within Time limited.

XXVIII. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter 20, a Sum of One thousand one hundred and twenty-five Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Sum of One thousand one hundred and twenty-five Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the said Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the said Company shall either have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's

Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*; provided, that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of One thousand one hundred and twenty-five Pounds shall have been executed by the said Company, with One or more Surety or Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of One thousand one hundred and twenty-five Pounds if the said Company shall not, within the Time limited for the Completion of the said Railway, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, or if, previously to the Expiration of the Period aforesaid, the Company shall either have opened the Railway for the public Conveyance of Passengers, or shall have given such Proof as aforesaid, then and in either of the Three Cases aforesaid such Sum of Money and the Interest or Dividends thereof shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, or the Executors or Administrators of such Survivor; and it shall not be necessary to produce any Certificate of this Act having been passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be received upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividends thereof would have been dealt with under this Act if such Bond had not been executed and deposited as foresaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

XXIX. It shall be lawful for the Company to demand and receive any Tolls for the Use of the Railway not exceeding the following; (that is to say,)

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

For all Coals, Coke, Ironstone, Iron Ore, Pig Iron, Limestone, Lime, Bricks, Salt, Sand, Fire Clay, Cinders, Slag, Stone, Dung, Compost,

Compost, and all Sorts of Manure, and all undressed Materials for the repair of public Roads or Highways, Bar Iron, Rod Iron, Sheet Iron, Hoop Iron, Plates of Iron, and rolled Iron, and for heavy Iron Castings, including Railway Chairs, *per* Ton not exceeding Sixpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton not exceeding Twopence:

For all Culm, Charcoal, and all Stones for building, pitching, and paving, all Tiles, Slates, Clay (except Fire Clay), Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, and for light Castings, *per* Ton Sixpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton not exceeding Twopence:

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, or Things, *per* Ton not exceeding Sixpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton not exceeding Twopence:

And for every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton and a Half, carried or conveyed on a Truck or Platform not belonging to the Company, not exceeding Ninepence; and if carried or conveyed on a Truck or Platform belonging to the Company, not exceeding One Shilling; and a Sum of Threepence for every additional Quarter of a Ton or fractional Part of Quarter of a Ton which any such Carriage may weigh:

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

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

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Bull, Cow, or Neat Cattle, conveyed in or upon any such Carriage, not exceeding Sixpence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding Twopence:

For every Calf or Pig, Sheep or Lamb, or other small Animal, conveyed in or upon any such Carriage, not exceeding Threepence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding Twopence.

Tolls for propelling Power.

XXX. The Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed Twopence 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.

Maximum Rates of Charge for Passengers.

XXXI. The maximum Rates of Charges to be made by the Company for the Conveyance of Passengers upon the Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and for every other Expense incidental to such Conveyance, excepting Government Duty, shall not exceed the following Sums; that is to say,

For every Passenger conveyed in a First-class Carriage, the Sum of Eightpence:

For every Passenger conveyed in a Second-class Carriage, the Sum of Sixpence:

For every Passenger conveyed in a Third-class Carriage, the Sum of Fourpence.

Maximum Rates of Charge for Cattle, Goods, &c.

XXXII. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charges to be made by the Company, including the Tolls for the Use of the Railway, and Waggons or Trucks, if supplied by the Company, and for locomotive Power, and every Expense incidental to such Conveyance along the Railway, shall not exceed the following Sums:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, the Sum of One Shilling:

For every Ox, Cow, Bull, or Head of Neat Cattle, the Sum of Sixpence *per* Head:

For every Calf, Pig, Sheep, Lamb, or other small Animal, Fourpence:

For every Carriage, of whatever Description, having more than Two Wheels, and not being a Carriage adapted for travelling on a Railway, and not weighing more than One Ton and a Half, One Shilling; and if having only Two Wheels, Eightpence:

For Coals, Coke, Ironstone, Manure, and other Articles herein-before classed therewith, the Sum of Sixpence *per* Ton:

For Culm, Charcoal, and other Articles herein-before classed therewith, the Sum of One Shilling *per* Ton:

For Cotton, and other Goods and Articles herein-before classed therewith, the Sum of One Shilling and Threepence *per* Ton:

Provided always, that the Company shall in no Case be required to convey on the Railway any Minerals or other Articles requiring a separate Truck or Waggon belonging to the Company, at a less Charge than Three Shillings.

Regulations as to the Tolls.

XXXIII. The following Provisions and Regulations shall be applicable to the fixing of such Tolls; that is to say,

For Articles or Persons conveyed on the Railway for a less Distance than the entire Length of the Railway the Company may

may demand Tolls and Charges as for the entire Length of such Railway:

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, Beach, or Ash, or 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 great Weights.

XXXIV. And with respect to small Packages, and single Articles of great Weight, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage (over the whole or any Part of the Line) of small Parcels not exceeding Seven Pounds in Weight, Threepence:

For any Parcel exceeding Seven Pounds in Weight but not exceeding Fourteen Pounds in Weight, Sixpence:

For any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, One Shilling:

For any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, One Shilling and Sixpence:

For Parcels exceeding Fifty-six Pounds and not exceeding Five hundred Pounds in Weight 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, Bob, or single Piece of Machinery, or single Piece of Timber or Stone, or any 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 from Time to Time may think fit, not exceeding Four Shillings *per* Ton:

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, or which on account of the Length thereof may require more than One Carriage, the Company may demand such Sum as they think fit.

Passengers Luggage.

XXXV. Every Passenger travelling upon the Railway in a First-class Carriage may take with him his ordinary Luggage, not exceeding One hundred and twelve Pounds in Weight, and every Passenger travelling

travelling in a Second-class Carriage may take with him his ordinary Luggage, not exceeding One hundred Pounds in Weight, and every Passenger travelling in a Third-class Carriage may take with him his ordinary Luggage, not exceeding Sixty Pounds in Weight, without any Charge being made for the Carriage.

Special Trains.

XXXVI. That the Restriction as to Charge to be made for Passengers shall not extend to any Special Trains that may be required to be run upon the said Railway, but shall apply only to the Ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the said Railway.

Company may take increased Charges by Agreement.

XXXVII. That nothing in this Act contained shall be held to prevent the Company from taking any increased Charge, over and above the Charges hereintofore limited, for the Conveyance of Goods of any Description, by Agreement with the Owners or Persons in charge of such Goods, either in respect of the Conveyance of such Goods (except small Parcels) by Passenger or other Trains, or by reason of any other special Service performed by the Company in relation to such Goods.

Expenses of Act.

XXXVIII. That all Cost, Charges, and Expenses of and attending the passing of this Act or incidental thereto shall be paid by the Company.

Railway to be subject to Provisions of any future General Act.

XXXIX. That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made, or the Company, from the Provisions of any General Act relating to this Act, or of any General Act relating to Railways or to the better or more impartial Audit of the Accounts of Railway Companies, 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, or of the Tolls for small Parcels, authorized by this Act.

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