ANNO DECIMO NONO & VICESIMO

VICTORIÆ REGINÆ.

****

Cap. cxxxv.

An Act for making a Railway from the *Southampton and Dorchester* Railway to *Blandford Saint Mary* in the County of *Dorset*, and for other Purposes. [29th *July* 1856.]

WHEREAS the making of a Railway from the *Southampton and Dorchester* Railway in the Parish of *Canford Magna* to *Blandford Saint Mary* in the County of *Dorset* would be of public and local Advantage: And whereas the Persons hereinafter named, with others, are willing at their own Expense to carry such Undertaking into execution; but the same 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:

I. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," save so far as any of the Clauses 8 & 9 Vict. c. 16. 18. & 20. incorporated.

and Provisions thereof respectively are expressly excepted or varied by this Act, shall be incorporated with and form Part of this Act.

Same Meanings to Words in this Act as in incorporated Acts.

II. The several Words and Expressions to which by the Acts incorporated with this Act Meanings are assigned shall have in this Act the same respective Meanings, unless there be in the Subject or Context something repugnant to or inconsistent with such Construction.

Short Title.

III. This Act may be cited for any Purpose as "The *Dorset Central* Railway Act, 1856."

Subscribers incorporated.

IV. *Henry Danby Seymour*, *William Petrie Waugh*, *George Reed*, Sir *Edward Baker Baker* Baronet, and *John Clavell Mansell*, 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 the Railway herein-after authorized, with proper Works and Conveniences belonging thereto and connected therewith, according to the Provisions of this Act and of the Acts incorporated herewith, and for other the Purposes herein and in the said Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Dorset Central* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes of the Undertaking, with the Restrictions herein and in the said Acts contained.

Capital.

V. The Capital of the Company shall be One hundred thousand Pounds, and shall be applied solely to the Purposes of this Act.

Number and Amount of Shares.

VI. The said Capital shall be divided into Five thousand Shares, and the Amount of each Share shall be Twenty Pounds.

Calls.

VII. Three Pounds *per* Share shall be the greatest Amount of a Call, and Three Months at the least shall be the Interval between successive Calls, and Three Fifths of the Amount of a Share shall be the utmost aggregate Amount of the Calls to be made in any One Year upon such Share.

Interest not to be paid on Calls.

VIII. It shall not be lawful for the 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 Dividends 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

be raised: Provided always, that nothing herein contained shall be deemed to prevent the 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.

Power to borrow on Mortgage.

IX. It shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding Thirty-three thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital shall have been subscribed for, and One Half thereof shall have been actually paid up, and the whole of the Money so borrowed shall be applied to the Purposes of this Act.

Number and Qualification of Directors.

X. The Number of Directors shall be Five, and the Qualification of a Director shall be the Possession in his own Right of Twenty-five Shares in the Undertaking.

First Directors.

XI. *Henry Danby Seymour*, *William Petrie Waugh*, *George Reed*, Sir *Edward Baker Baker* Baronet, and *John Clavell Mansell* shall be the First Directors of the Company.

First Ordinary Meeting.

XII. The First Ordinary Meeting of the Company shall be held within Twelve Months after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held half-yearly on the First Day of *February* and the First Day of *August* in every Year, or within One Month before or after those Days respectively.

Newspapers for Advertisements.

XIII. The Newspaper for Advertisements shall be any Newspaper published in the County of *Dorset*, or in the Town and County of the Town of *Poole*.

Election of Directors at First Ordinary Meeting.

XIV. The Directors appointed by this Act 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 the Directors appointed by this Act or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body.

Subsequent Election of Directors.

XV. At the First Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation

Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified, nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by "The Companies Clauses Consolidation Act, 1845."

Quorum.

XVI. The Quorum of a Meeting of Directors shall be Three.

As to Money payable to Persons under Disability.

XVII. If any Money be payable to any Shareholder, being a Minor, Idiot, Lunatic, or *non compos mentis*, the Receipt of the Guardian of such Minor, or of the Committee of such Idiot, Lunatic, or Person *non compos mentis*, shall be a sufficient Discharge to the Company for the same.

Power to make Railway according to deposited Plans.

XVIII. And whereas Plans and Sections of the Railway and Works by this Act authorized showing the Line and Levels thereof, and a Book of Reference containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands through which the same is intended to pass or be made, have been deposited with the Clerk of the Peace for the County of *Dorset:* Be it enacted, That, subject to the Provisions in this and the Acts incorporated herewith 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.

XIX. The Railway and other Works by this Act authorized are the following; (to wit,)

A Railway commencing in the Parish of *Canford Magna* in the County of *Dorset* by a Junction with the Main Line of the *Southampton and Dorchester* Railway of the *London and South-western* Railway Company, at a Point thereon at or near to the new Bridge by which the said Railway is carried over the private Road leading from *Wimborne Minster* to *Canford Manor* in the Parish and County aforesaid, and terminating in the Parish of *Blandford Saint Mary* in the said County of *Dorset* in a Field belonging to Sir *John James Smith* Baronet, and in the Occupation of *Edward Goodman*, and which said Field abuts on the Turnpike Road leading from *Blandford* to *Poole*.

As to Communications with the London and South-western Railway.

XX. All Communications between the Railway and the *London and South-western* Railway, and all Openings in the Rails of the *London and South-western* Railway, and all Works at or near the Junction hereby authorized with that Railway, which may be agreed on between the Two Companies for the Reception, Accommodation, and

and Delivery of the Traffic of the Company hereby incorporated, and on that which is the Land of the *London and South-western* Railway Company, shall be made by the *London and South-western* Railway Company at the sole Expense of the Company, and the same shall be for ever thereafter maintained and kept in good repair by the *London and South-western* Railway Company at the joint and equal Expense of the *London and South-western* Railway Company and of the Company; and all such Communications, Openings, and Works shall be made and maintained in such Manner and by such Means only as shall not in anywise injure or prejudice the *London and South-western* Railway, or the Works or Property of the *London and South-western* Railway Company, or interfere with the Traffic on that Railway or the free and uninterrupted Use thereof by that Company; and the Amount of such first-mentioned Expense and One equal Moiety or Half Part of such after-mentioned Expense may be recovered from the Company by the *London and South-western* Railway Company in any Court of competent Jurisdiction.

The London and South-western Railway Company may erect Signals, &c.

XXI. The *London and South-western* Railway Company from Time to Time may erect such Signals and Conveniences incident thereto, and appoint and remove such Watchmen, Switchmen, or other Persons as that Company deem necessary for the Prevention of Danger to or Interference with Traffic at and near the Junction between the Railway and the said Branch of the *London and South-western* Railway, and the working and Management of such Signals and Conveniences, whether on Land of the *London and South-western* Railway Company or on Land of the Company, shall be under the exclusive Management and Regulation of the *London and South-western* Railway Company; and all the Expense of erecting and One equal Moiety or Half Part of the Expense of maintaining such Signals and Conveniences, and of the Wages of such Watchmen, Switchmen, and other Persons, and all incidental current Expenses, shall at the End of every Half Year be repaid by the Company to the *London and South-western* Railway Company, and in default of such Repayment the Amount of such Expense and Wages may be recovered from the Company by the *London and South-western* Railway Company in any Court of competent Jurisdiction.

Land of the London and South-western Railway Company not to be taken without Consent.

XXII. No Land belonging to the *London and South-western* Railway Company shall be taken by the Company without the Consent in Writing of the *London and South-western* Railway Company under their Common Seal first had and obtained: Provided always, that the Company may purchase and take from the *London and South-western* Railway Company, and that Company shall and they are hereby required to grant in Perpetuity to the

Company, an Easement or Right of using for the Purposes of the intended Junction of the Railway with the *London and South-western* Railway, and for the Purposes of the Works and Conveniences connected with such Junction, such Parts of the Lands of the *London and South-western* Railway Company delineated on the Plans and specified in the Books of Reference respectively deposited for the Purposes of this Act as are necessary for those Purposes.

Company not to interfere with Bridge or Road leading to Canford Manor.

XXIII. Provided always That the Company shall not in any Manner enter upon, take, use, or interfere with, for any Purpose whatsoever, the said Bridge erected for carrying the *London and South-western* Railway over the private Road leading from *Wimborne Minster* to *Canford Manor*, nor with that Road, nor with the Works incidental to that Bridge and Road respectively, without the Consent in Writing of Sir *Ivor Bertie Guest* Baronet, or other the Person from Time to Time entitled to the First Estate of Freehold in the Mansion House and Lands called *Canford Manor*.

As to Gauge of Railway.

XXIV. The Railway shall be constructed, maintained, and worked upon the same Gauge as the Line of the *London and South-western* Railway.

Saving Right of London and South-western Railway Company.

XXV. Except as is by this Act expressly provided, this Act or anything therein contained shall not take away, lessen, alter, or prejudice any of the Rights, Privileges, Powers, or Authorities of the *London and South-western* Railway Company.

Lands for extraordinary Purposes.

XXVI. It shall be lawful for the Company and they are hereby authorized to purchase by Agreement and hold any Quantity of Lands for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act," not exceeding Five Acres.

Powers for compulsory Purchases limited.

XXVII. The Powers of the Company for the compulsory Purchase of Lands for the Purpose of this Act shall not be exercised after the Expiration of Two Years from the passing of this Act.

Period for Completion of Works.

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

Regulating Dimensions on certain Bridges.

XXIX. In carrying the several Roads numbered as herein-after mentioned on the said Plans under the Railway it shall be lawful for the

the Company to make the Bridges of the following Dimensions; (that is to say,)

Number on Plan.	Description.	Parish.	Height.	Width.
64	Turnpike Road -	Sturminster Marshall	15	30
4*a*.	Turnpike Road -	Spettisbury - -	15	30
23	Public Road - -	Spettisbury - -	15	20
39	Public Road - -	Spettisbury - -	15	20
19	Public Road - -	Charlton Marshall -	15	20
26	Public Road - -	Charlton Marshall -	15	20

Certain Roads to be crossed on the Level.

XXX. Subject to the Provisions of this Act, it shall be lawful for the Company, in the Construction of the Railway by this Act authorized, to carry the Railway with not exceeding Two Lines of Rails across and on the Level of the Roads respectively numbered on the Plans deposited as herein-before mentioned as follows; (that is to say,)

Parish.	No. on Plan.	Description.
Canford - - - -	42	Public Road.
Corfe Mullen - - -	4	Turnpike Road.
	42	Public Road.
	76	Public Road.
	99	Turnpike Road.
Sturminster Marshall - -	79	Public Road.

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

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

Board of Trade may require Bridge in lieu of Level Crossing.

XXXII. It shall be lawful for the Board of Trade, if it shall appear to them necessary for the Public Safety, at any Time either before or after the Railway hereby authorized to be made shall have been completed and opened for public Traffic, to require the Company, within

within such Time as the said Board of Trade shall direct, and at the Expense of the Company, to carry the herein-before mentioned Roads, or any of them, either under or over the Part of the Line of the Railway which shall be crossed thereby by means of a Bridge or Arch in lieu of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade the best adapted for removing or diminishing the Danger arising from such level Crossing.

Regulating Inclination of a certain Road.

XXXIII. In carrying the Road numbered as herein-after mentioned on the said Plans over, under, or across the Railway it shall be lawful for the Company to make the Inclination of the said Road such as or not steeper than that herein-after mentioned; (that is to say,)

No. on Plan.	Parish.	Proposed Inclination.
26	Charlton Marshall - -	1 in 12, and 1 in 20.

Restriction as to Transfer of certain Moneys deposited pursuant to Standing Orders, &c.

XXXIV. And whereas pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act has, by the Transfer of Consolidated Three Pounds *per Centum* Bank Annuities to the Amount of Nine thousand Pounds, been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: And whereas the Amount of the said Estimate is One hundred thousand Pounds: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said One Tenth Part of Three Fourths of the Amount of the said Estimate of Expense so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends thereof, 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 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 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

the Capital; and if the said Period shall expire before the Company shall either have opened the 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 One Tenth Part of Three Fourths of the Amount of the said Estimate of Expense 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 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 One Tenth Part of Three Fourths of the Amount of the said Estimate of Expense shall have been executed by the Company, with One or more 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 One Tenth Part of Three Fourths of the Amount of the said Estimate of Expense if the Company shall not within the Time limited for the Completion of the Railway either open the 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, then the said One Tenth Part of Three Fourths of the Amount of the said Estimate of Expense, and the Interest and 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, and it shall not be necessary to produce a Certificate of this Act having passed; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said One Tenth Part of Three Fourths of the Amount of the said Estimate of Expense so deposited would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; 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.

The Dorset Central Railway Act, 1856.

Tolls.

XXXV. The Company may demand any Tolls for the Use of the Railway by this Act authorized, not exceeding the following; (to wit,)

Tonnage on Articles of Merchandise.

In respect of the Tonnage of all Articles conveyed thereon or upon any Part thereof, and included within the following Classes:

Class 1. For all Coals, Coke, Culm, Charcoal, and Cinders, Compost, Dung, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of Roads or Highways, and 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 Merchandise, *per* Ton *per* Mile not exceeding One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Three Farthings:

Class 2. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Penny:

Class 3. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Fourpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Penny:

Class 4. 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), *per* Mile not exceeding Threepence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding One Penny Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per* Mile not exceeding One Penny Halfpenny; and the Sum of One Penny Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding

exceeding One Penny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton; and if propelled by an Engine belonging to the Company, a further Sum not exceeding One Penny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton:

Tolls for Animals, &c.

In respect of Animals conveyed in Carriages upon the said Railway, as follows:

Class 5. For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

Class 6. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, the Sum of Three Halfpence *per* Mile; and if conveyed in any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding Three Farthings; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding Three Farthings:

Class 7. For every Calf or Pig, Sheep, Lamb, or other small Animal, conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny, provided Six at least are carried; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny.

Tolls for Passengers.

In respect of Passengers conveyed in Carriages upon the said Railway, as follows:

For every Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny.

Regulations as to the Tolls.

XXXVI. The following Provisions and Regulations shall be applicable to the fixing of such Tolls; (to wit,)

For Articles, Animals, or Persons conveyed on the said Railway for a less Distance than Four Miles, the Company may demand Tolls and Charges as for Four Miles:

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

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 on in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may demand the Tolls following; (to wit,)

For the Carriage of small Parcels on the said Railway or any Part thereof, as follows:

For any Parcel not exceeding Seven Pounds in Weight, Eightpence;

For any Parcel exceeding Seven Pounds in Weight, but not exceeding Fourteen Pounds in Weight, One Shilling;

For any Parcel exceeding Fourteen Pounds in Weight, but not exceeding Twenty-eight Pounds in Weight, Two Shillings;

For any Parcel exceeding Twenty-eight Pounds in Weight, but not exceeding Fifty-six Pounds in Weight, Two Shillings and Sixpence;

And for Parcels exceeding Fifty-six Pounds in Weight, but not exceeding Five hundred Pounds in Weight, the Company may demand any Sum which they think fit:

Provided 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 any One 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 any Sum not exceeding One Shilling *per* Ton *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Fourpence; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Threepence:

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

Passengers Luggage.

XXXVII. Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twenty

twenty Pounds in Weight for First-class Passengers, One hundred Pounds in Weight for Second-class Passengers, and Sixty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Maximum Rates of Charges for Passengers.

XXXVIII. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers upon the said Railway, including the Tolls for the Use of the Railway and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums:

For every Passenger conveyed in a First-class Carriage, the Sum of Threepence *per* Mile:

For every Passenger conveyed in a Second-class Carriage, the Sum of Twopence *per* Mile:

For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny Halfpenny *per* Mile.

Maximum Charges for Goods and Animals.

XXXIX. The maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railway and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance (except the loading and unloading of Goods when such Service is performed by the Company) shall not exceed the Amounts following; (to wit,)

For the Matters mentioned under Class One, not exceeding Threepence *per* Ton *per* Mile:

For the Matters mentioned under Class Two, not exceeding Fivepence *per* Ton *per* Mile:

For the Matters mentioned under Class Three, not exceeding Sixpence *per* Ton *per* Mile:

For any Carriage mentioned under Class Four, not weighing more than One Ton, not exceeding Sixpence *per* Mile; and if weighing more than One Ton, not exceeding Threepence Halfpenny *per* Mile for every Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons:

For everything mentioned under Class Five, not exceeding Fourpence *per* Mile:

For everything mentioned under Class Six, not exceeding Threepence *per* Mile:

For everything mentioned under Class Seven, not exceeding Twopence *per* Mile.

Restriction as to Charges not to apply to Special Trains.

XL. The Restriction as to the Charges to be made for Passengers shall not extend to any Special or Extra Train that may be required to be run upon the said Railway, but shall apply only to the Ordinary Trains 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.

XLI. This Act or anything herein contained shall not prevent the Company from taking any increased Charges over and above the Charges by this Act limited for the Conveyance of Goods of any Description by Agreement with the Owners or Persons in charge of such Goods, either by reason of any special Service performed by the Company in relation thereto, or in respect to the Conveyance of any Goods other than small Parcels by Passenger Trains, or in respect of the Conveyance of such Parcels by Express Trains.

As to Working Arrangements between Company and London and South-western Railway Company.

XLII. The Company and the *London and South-western* Railway Company from Time to Time may make all such Contracts and Arrangements as they think fit with respect to the User and working of the Railway, or any Part thereof, by the *London and South-western* Railway Company, and such Working Contracts and Arrangements respectively may be upon such Terms and Conditions whatsoever with respect to the providing by that Company of Engines and Carriages, Plant, Stock, and Services for such working of the Railway or any Part thereof, and with respect to the Conduct and Regulation of the Traffic on the Railway or any Part thereof respectively, and with respect to the Collection, Division, Apportionment, and Application of the Tolls, Rates, and Charges to be demanded and taken for such Traffic or any Part thereof, and with respect to the Compensation to be made by either of these Companies to the other of them for such Purposes or any of them, and with respect to any other Matters in connexion with such working, as those Two Companies shall mutually agree on: Provided that any such Contract and Arrangement shall not be for more than Ten Years, and no such Contract and Arrangement shall have any Operation until the same shall have been approved of by the Board of Trade; and no such Contract and Arrangement as aforesaid shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the said Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or from any other Company; but all other Persons and Companies shall, notwithstanding any such Contract and Arrangement, be entitled to the Use and Benefit of the Railways to which the said Contract and Arrangement may relate, upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as they would have been in case no such Contract and Arrangement had been entered into: Provided also, that the said Board shall not approve such Contract and Arrangement without being satisfied that the same has been duly assented to by the Shareholders of the *London and South-western* Railway Company at a Special Meeting assembled for that Purpose either before or after the passing of this Act, and holding at least Three Fifths of the paid-up Capital of that Company represented at such Meeting personally or by Proxy, such Shareholders

Duration of Agreement.

To be approved by Board of Trade.

Agreements not to affect Persons not Parties thereto.

holders being qualified to vote thereat in right of such Capital, and by the Shareholders in the Company incorporated by this Act in Special Meeting assembled for the like Purpose after the passing of this Act.

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

XLIII. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised for the Purposes of such Act, 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 any Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Railway, &c. not exempt from Provisions of present and future General Acts.

XLIV. This Act or anything therein shall not exempt the Railway and Works from the Provisions of any General Act or any Act now in force or which may hereafter pass during this or any future Session of Parliament relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies, now in force, or from any future Revision and Alteration under the Authority of Parliament of the Tolls for small Parcels and the maximum Rates of Fares and Charges by this Act authorized, or of the Rates for small Parcels by this Act authorized.

Expenses of Act.

XLV. All the Costs, Charges, and Expenses of and attending the passing of this Act, or incidental thereto, shall be paid by the said Company.

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1856.