ANNO DECIMO NONO & VICESIMO

VICTORIÆ REGINÆ.

****

Cap. cxxxii.

An Act for making a Railway from the *Oswestry and Newtown* Railway in the Parish of *Buttington* in the County of *Montgomery* to *Shrewsbury*, with a Branch thereout to *Minsterley* in the County of *Salop*, and for other Purposes.

[29th *July* 1856.]

WHEREAS the making of a Railway (in this Act called "the Main Line") from the authorized Line of the *Oswestry and Newtown* Railway in the Parish of *Buttington* in the County of *Montgomery*, to join the *Shrewsbury and Hereford* Railway near *Shrewsbury*, and with a Branch (in this Act called "the Branch") to *Minsterley* in the County of *Salop*, would be of great public Advantage, and the Persons herein-after named, with others, are willing at their own Expense to carry such Undertaking into execution: And whereas it is expedient to make Provision for the Use by the Company incorporated by this Act (in this Act called "the Company") of so much of the *Shrewsbury and Hereford* Railway as may be situate between the Junction of the Main Line with that Railway and *Shrewsbury*, together with all Stations, Sidings, and Watering Places connected with that Portion of the *Shrewsbury*

and Hereford Railway, and to authorize the Company and the *London and North-western* Railway Company (in this Act called "the *North-western* Company"), and the *Great Western* Railway Company, and the *Shrewsbury and Hereford* Railway Company, or for the Company and any or either of the last-mentioned Companies, to enter into Agreements as herein-after mentioned: And whereas the Purposes aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and of the Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

8 & 9 Vict. cc. 16. 18. & 20. incorporated.

I. "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.

Short Title.

II. In reciting this Act for any Purpose whatsoever it shall be sufficient to use the Expression "The *Shrewsbury and Welchpool* Railway Act, 1856."

Subscribers incorporated.

III. The Right Honourable *Edward James* Earl of *Powis*, *David Pugh*, *Richard Herbert Mytton*, *John Carnac Morris*, *Charles Thomas Coryndon Luxmoore*, *John Davies Corrie*, *Arthur James Johnes*, *John Powell Wilding*, *Joseph Thornton*, *William M'Cormick*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns, shall be united into a Company for the Purpose of making and maintaining the Railways herein-after described, with all proper Works and Conveniences connected therewith, according to the Provisions of this Act and the Acts incorporated therewith; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Shrewsbury and Welchpool* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the said Undertaking within the Restrictions herein and in the said Acts contained.

Capital.

IV. The Capital of the Company in Shares shall be One hundred and fifty thousand Pounds, and all and every Part of the Money to be raised thereby shall be applied only in carrying into execution the Objects and Purposes of this Act.

Shares.

V. The Number of Shares into which the said Capital shall be divided shall be Fifteen thousand, and the Amount of each Share shall be Ten Pounds.

VI. Two

Calls.

VI. Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Two Months at least shall be the Interval between successive Calls, and Eight Pounds *per* Share shall be the greatest Aggregate of Calls thereon in any One Year.

Power to borrow on Mortgage.

VII. It shall be lawful for the Company to borrow on Mortgage of their Undertaking any Sums of Money not exceeding in the whole the Sum of Fifty thousand Pounds; but no Part of that Sum shall be borrowed until the whole Capital of One hundred and fifty thousand Pounds shall have been subscribed and One Half thereof paid up, and all and every Part of any Money so borrowed shall be applied only to the Purposes of this Act.

Interest not to be paid on Calls paid up.

VIII. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, pay Interest or Dividends to any Shareholders on the Amount of Calls made in respect of the Shares held by them in the Capital of the Company: Provided always, that the Company may pay 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 on future Bills not to be paid out of Capital.

IX. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised for the Purpose of such Act or Acts, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament for the Time being in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Number and Qualification of Directors.

X. The Number of Directors shall be Eight, and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Undertaking.

Power to increase or reduce Number of Directors.

XI. It shall be lawful for the Company from Time to Time to increase or reduce the Number of Directors, provided that the Number of Directors after any such Increase or Reduction be not more than Ten nor less than Five.

First Directors.

XII. The Honourable *Robert Charles Herbert*, *David Pugh*, *Richard Herbert Mytton*, *John Carnac Morris*, *Henry Tootal*, *John Davies Corrie*, *Arthur James Johnes*, *John Powell Wilding*, shall be the First Directors of the Company.

XIII. A

Quorum of Directors.

XIII. A Quorum of a Meeting of Directors shall be Three.

Election of Directors at First General Meeting.

XIV. The Directors appointed by this Act, or such of them as shall not die or resign or become disqualified or be removed, shall continue in Office until the First Ordinary General Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may continue in Office the Directors appointed by this Act, or any Number of them, or may elect new Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible to be elected as Members of such new Body.

Subsequent Election of Directors.

XV. At the First Ordinary General Meeting to be held in every subsequent Year after the First General Meeting 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 of "The Companies Clauses 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 the Manner provided by "The Companies Clauses Consolidation Act, 1845."

Periods for Balance and Inspection of Books.

XVI. The Periods to which the Books of the Company shall be brought to balance shall be the Thirty-first Day of *December* and the Thirtieth Day of *June* in each Year.

Power to make Railways herein set forth.

XVII. It shall be lawful for the Company to make and maintain the Railways herein-after mentioned, with all proper Works and Conveniences connected therewith; that is to say,

A Railway (herein-before described as "the Main Line") commencing by a Junction with the authorized Line of the *Oswestry and Newtown* Railway at a Point about Three Furlongs to the South-west of the *Cefn* Farmhouse, in the Parish of *Buttington* in the County of *Montgomery*, and terminating by a Junction with the *Shrewsbury and Hereford* Railway in the Parish of *Saint Julian Shrewsbury* in the County of *Salop*; and

A Railway (herein-before described as "the Branch") commencing by a Junction with the Main Line at or near *Cruck Meole* in the Parish of *Pontesbury* in the County of *Salop*, and terminating in or near the Village of *Minsterley* in the same County.

Railways to be made according to deposited Plans.

XVIII. Whereas Plans and Sections of the Railways showing the Lines and Levels thereof, and also a Book of Reference containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the Lands which may be required to be taken for the Purposes thereof, have been deposited with the Clerks of

of the Peace for the Counties of *Montgomery* and *Salop*: Therefore, subject to the Provisions and Powers of Deviation in this Act and "The Railways Clauses Consolidation Act, 1845," contained, the Railways shall be made in the Lines or Courses and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and, subject to the aforesaid Provisions, it shall be lawful for the Company to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Certain Roads to be crossed on a Level.

XIX. Subject to the Provisions in this Act and in "The Railways Clauses Consolidation Act, 1845," contained, it shall be lawful for the Company in the Construction of the Railways to carry the same with the following Number of Lines of Rails across and on the Level of the several public Roads numbered on the Plan deposited as aforesaid as follows; (that is to say,)

Number on Plan.	Parish.	Description of Road.	Number of Lines of Rails.
66	Alberbury - -	Township Road - -	Not more than Four.
86 }	Alberbury - -	Township Road - -	Not more than Four.
86*a* }	Alberbury - -	Township Road - -	Not more than Four.
34	Westbury - -	Township Road - -	Not more than Four.
57	Westbury - -	Township Road - -	Not more than Four.
31	Pontesbury - -	Township Road - -	Not more than Four.
5	Hanwood - -	Township Road - -	Not more than Four.
64	Meole Brace - -	Township Road - -	Not more than Four.
115	Pontesbury - -	Township Road - -	Not more than Four.
132	Pontesbury - -	Township Road - -	Not more than Four.
231	Pontesbury - -	Township Road - -	Not more than Four.

Stations or Lodges to be erected at Points of crossing.

XX. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the Railways 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 or at all Times maintain any such Station or Lodge, or 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 Ten Pounds, and also a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Board of Trade may require

XXI. It shall be lawful for the Board of Trade, if it shall appear to them to be necessary for the public Safety, at any Time hereafter to

Bridges in lieu of level Crossings.

to require the Company, within such Time as the said Board shall direct, and at the Expense of the Company, to carry any of the said Roads either over or under the Railways 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 to be the best adapted for removing or diminishing the Danger arising from such level Crossing.

Regulating Inclinations of certain Roads.

XXII. In carrying the several Roads numbered as herein-after mentioned on the Plans deposited as aforesaid over, under, or across the Railways it shall be lawful for the Company to make the Inclinations of such Roads such as or not steeper than those herein-after mentioned; (that is to say,)

Number on Plans.	Parish.	Description of Road.	Proposed Inclination.
181	Pontesbury -	Public Carriage Road	1 in 13 on the North-western Side of the Railway.
11	Alberbury -	Public Carriage Road	1 in 10.
34	Alberbury -	Public Carriage Road	1 in 15.
66	Alberbury -	Public Carriage Road	1 in 15.

Lands for extraordinary Purposes.

XXIII. The Company may purchase by Agreement and may hold Lands for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," but the Quantity of Land so to be purchased shall not exceed Ten Acres.

Powers for compulsory Purchases limited.

XXIV. 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.

Period for Completion of Railway.

XXV. The Railways shall be completed within Four Years from the passing of this Act, and on the Expiration of such Period the Powers of this Act granted to the Company for executing the said Railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railways as then shall have been completed.

Main Line and Branch to be opened for Traffic simultaneously.

XXVI. The Works upon the Main Line and upon the Branch shall be so proceeded with as to admit of those Railways being opened for public Traffic simultaneously; and it shall not be lawful for the Company to open the Main Line for Traffic unless they shall at the same Time open the Branch for the like Purpose.

As to Communications with the

XXVII. The Communications of the Railway with the *Shrewsbury and Hereford* and *Oswestry and Newtown* Railways shall be made at the

the Points shown in that Behalf on the Plans deposited for the Purposes of this Act, or within the Limits of Deviation shown thereon, and not at any other Points without the Consent of the *Shrewsbury and Hereford* Railway Company (in this Act called "The *Hereford* Company") or the *Oswestry* Company, as the Case may be, under their Common Seal; and all such Communications shall be effected in a substantial and workmanlike Manner by means of Connexion Rails and Points of the Construction, and laid at the Place and in the Manner from Time to Time most approved by and to the entire Satisfaction of the Engineer of the *Hereford* Company or the *Oswestry* Company, as the Case may be. Shrewsbury and Hereford Railway and Oswestry and Newtown Railway.

XXVIII. The Expense of the Communications with the *Shrewsbury and Hereford* and *Oswestry and Newtown* Railways, and of all necessary Openings in the Rails thereof, and of all other Works from Time to Time requisite for altering, amending, repairing, and maintaining such Communications, Rails, and Points, and of regulating and adjusting the same, shall be borne and paid by the Company; and all such Communications, Openings, and other Works shall be made and done, and from Time to Time be altered, amended, repaired, and maintained, at the Cost of the Company, to the entire Satisfaction of the Engineers of the *Hereford* Company or *Oswestry* Company, as the Case may be, and in every Case in such Manner and by such Means as shall not in anywise impede, prejudice, or interfere with the free, uninterrupted, and safe Passage along the Railway so communicated with. Costs and Approval of Communications with other Railways.

XXIX. The *Hereford* Company and the *Oswestry* Company respectively may from Time to Time erect such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Switchmen, or other Persons, as those Companies respectively may deem necessary for the Prevention of Danger or Obstruction to or Interference with Traffic at and near the Points of Junction between the Railway and the *Shrewsbury and Hereford* and *Oswestry and Newtown* Railways; and the Working and Management of such Signals, Works, and Conveniences shall be under the exclusive Management and Regulation of the *Hereford* Company or the *Oswestry* Company (as the Case may be); and all the Costs and Expenses of erecting and maintaining such Signals, Works, and Conveniences, and the Wages of such Watchmen, Switchmen, and other Persons, shall at the End of every Half Year be repaid by the Company to the *Hereford* Company or to the *Oswestry* Company (as the Case may require); and in default of such Repayment the Amount of such Costs, Expenses, and Wages may be recovered from the Company by the *Hereford* Company or by the *Oswestry* Company (as the Case may be) in any Court of competent Jurisdiction. Signals, &c. to be erected and maintained, and proper Persons appointed by Shrewsbury and Hereford and Oswestry Companies to prevent Danger at Points of Junction.

XXX. Whereas,

As to Repayment of Deposit made pursuant to Standing Orders.

XXX. 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, a Sum of Eleven thousand two hundred and fifty Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railways, has been deposited with the Court of Chancery 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 Eleven thousand two hundred and fifty Pounds so deposited as aforesaid in respect of the Application for this Act shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid 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 Railways, either open the Railways 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 said Capital; and if the said Period should expire before the said Company shall either have opened the Railways 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 shall immediately, from and after the Expiration of the said Period, be forfeited to Her Majesty, and be paid by the Officer or Person in whose Name they shall then be deposited to the Account of Her Majesty's Exchequer, and when so paid 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 Eleven thousand two hundred and fifty Pounds 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 such 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 Eleven thousand two hundred and fifty Pounds, if the said Company shall not, within the Time limited for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the 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

Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money shall be paid to or on the Application of the Person or Persons, or the Majority of Persons, named in such Warrant or Order as aforesaid, or the Survivor or Survivors of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money 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.

Power to take Tolls.

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

Tonnage on Articles of Merchandise.

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

For all Coals, Stones for building, pitching, and paving, Dung, Compost, and all Sorts of Manure, Lime and Limestone, Clay, Sand, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile not exceeding One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Coke, Culm, Charcoal, and Cinders, all Bricks, Tiles, Slates, Ironstone, and Iron Ore, Copper Ore, Tin Ore, Manganese, and all other Ores and Minerals, 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 One Halfpenny:

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, and Deals, Copper, Tin, Lead, and other Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings:

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 Threepence; and if conveyed in

Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

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 Sixpence:

And a further Sum of Twopence *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh.

Tolls for Passengers or Cattle.

2. In respect of Passengers and Animals conveyed in Carriages upon the Railways, 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 Penny:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, *per* Mile not exceeding Threepence; and for every Ox, Cow, Bull, or Neat Cattle, *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:

For every Calf or Pig, *per* Mile not exceeding One Penny; and for every Sheep, Lamb, or other small Animal, *per* Mile not exceeding Three Farthings; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

Tolls for propelling Power.

XXXII. The Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railways 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.

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 Railways for a less Distance than Three Miles, the Company may demand Tolls and Charges as for Three Miles:

For a Fraction of a Mile beyond Three Miles, or beyond any greater Number of Miles, the Company may demand Tolls on Merchandise for such Fraction in proportion to the Number of Quarters of a Mile contained therein; and if there be a Fraction of a Quarter of a Mile, such Fraction shall be deemed a Quarter of a Mile; and in respect of 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.

Maximum Rate of Charges for Passengers.

XXXIV. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the Railways, including the Tolls for the Use of the Railways 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 *per* Mile.

For Cattle, Goods, &c.

XXXV. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railways, and Waggons or Trucks, and locomotive Power, and every Expense incidental to such Conveyance (except the loading and unloading of Goods where such Service is performed by the Company), shall not exceed the following Sums:

For every Horse or other Beast of Draught or Burden before classed with Horses, the Sum of Fourpence *per* Mile:

For every Ox, Cow, Bull, or Cattle, the Sum of Twopence *per* Head *per* Mile:

For every Calf or Pig, One Penny *per* Mile:

For Sheep and small Animals, Three Farthings each *per* Mile:

For every Carriage, the Sum of Sixpence *per* Mile:

For Coals and other Articles herein-before classed therewith, the Sum of One Penny Halfpenny *per* Ton *per* Mile:

For Coke, Ores, Minerals, and other Articles herein-before classed therewith, the Sum of Twopence *per* Ton *per* Mile:

For Sugar and other Articles herein-before classed therewith, the Sum of Threepence *per* Ton *per* Mile:

For Cotton and other Goods and Articles herein-before classed therewith, the Sum of Fourpence *per* Ton *per* Mile.

XXXVI. The

Restriction as to Charges not to apply to Special Trains.

XXXVI. The Restrictions as to Tolls and Charges to be made for Passengers and Articles herein-before mentioned shall not extend to any Special Train that may be required to run on the Railways, 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 Railways.

Tolls for small Parcels and Articles of great Weight.

XXXVII. With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand the following; (that is to say,)

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

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

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

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

And for any Parcel exceeding Twenty-eight Pounds in Weight, but not exceeding Fifty-six Pounds in Weight, One Shilling and Sixpence;

And for any Parcel exceeding Fifty-six Pounds in Weight, but not exceeding One hundred and twelve Pounds in Weight, Two Shillings;

And for Parcels exceeding One hundred and twelve Pounds in Weight, but 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 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 Sixpence *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.

Company may take increased

XXXVIII. Nothing herein contained shall be held to prevent the Company from taking any increased Charge over and above the Charges herein-

herein-before limited for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance of such Goods, except small Parcels by Passenger Trains, or by reason of any other special Service performed by the Company in relation to such Goods. Charges by Agreement.

XXXIX. Every Passenger travelling upon the Railways may take with him his ordinary Luggage, not exceeding One hundred and twenty Pounds in Weight for each First-class Passenger, One hundred Pounds in Weight for each Second-class Passenger, and Sixty Pounds in Weight for each Third-class Passenger, without any Charge being made for the Carriage thereof. Passengers Luggage.

XL. The Company may from Time to Time pass over and use with their Engines, Carriages, and Waggons such Part of the *Shrewsbury and Hereford* Railway as may be situate between the Junction of the Main Line therewith and *Shrewsbury*, together with all Stations, Sideways, Watering Places, Offices, and other Works and Conveniences connected therewith, including for the Purposes of Passenger Traffic the present joint Station at *Shrewsbury*, upon Payment of such Rents, Tolls, Rates, and Charges, and upon such Terms and Conditions, as may be from Time to Time agreed on between the Company and the *Hereford* Company, or as regards the said joint Station with the Proprietors thereof. Power for Company to use a Portion of the Shrewsbury and Hereford Railway.

XLI. If at any Time the Company fail to agree with the *Hereford* Company or the Proprietors of the said joint Station in regard to the Matters aforesaid, or any of them, the Board of Trade, on the Application of the Company, may from Time to Time make and enforce such Orders and Regulations as to that Board seem proper for such User by the Company, and may fix the Charges to be made in respect thereof, and the Charges and Expenses of that Board shall be paid by the Company. Board of Trade to decide if Companies fail to agree.

XLII. It shall be lawful for the Company and the *North-western* Company, and the *Great Western* Railway Company, and the *Shrewsbury and Hereford* Railway Company, or for the Company and any or either of the last-mentioned Companies, to enter into Contracts and Agreements for the User by the said last-mentioned Companies or any or either of them with their Engines and Carriages of every Description of the Railway and the Stations and Conveniences connected therewith: Provided always, that no such Agreement shall be operative until the same shall have been submitted to and approved by the Board of Trade. Power to London and North-western Railway Company to use the Line by Agreement.

XLIII. Nothing herein contained shall be deemed or construed to exempt the Railways by this Act authorized to be made or the Company Railways not exempt from Provisions of

present and future General Acts.

pany from the Provisions of any General Acts 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, and of the Rates for small Parcels, authorized by this Act.

Expenses of Acts.

XLIV. The Expenses, Costs, and Charges of obtaining and passing this Act, and incidental and preparatory thereto, shall be paid by the Company.

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