



ANNO DECIMO OCTAVO & DECIMO NONO

VICTORIÆ REGINÆ.

Cap. cxlvi.

An Act for making a Railway from the *London and North-western* Railway at *Dunstable* in the County of *Bedford* to the *Great Northern* Railway at or near *Welwyn* in the County of *Hertford*, to be called the “*Luton, Dunstable, and Welwyn Junction* Railway;” and for other Purposes.

[16th July 1855.]

WHEREAS the making of a Railway from the *Leighton Buzzard and Dunstable* Branch of the *London and North-western* Railway at or near *Dunstable* in the County of *Bedford* to *Luton* in the same County, and from thence to the *Great Northern* Railway at or near *Welwyn* in the County of *Hertford*, would be of great public Advantage: And whereas the Persons hereinafter named, with others, are willing 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

[*Local.*]

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Temporal,

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Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows ; (that is to say,)

Short Title.

I. This Act may be cited for all Purposes as “The *Luton, Dunstable, and Welwyn Junction Railway Act, 1855.*”

8 & 9 Vict.
cc. 16., 18.,
& 20. incor-
porated.

II. That “The Companies Clauses Consolidation Act, 1845,” “The Lands Clauses Consolidation Act, 1845,” and “The Railway Clauses Consolidation Act, 1845,” save so far as the same are expressly varied or excepted by this Act, shall be incorporated with and form Part of this Act.

Incorporation of Company.

III. That the Honorable *William Francis Cowper, Thomas Chambers, John Bennet Lawes, Thomas Jackson, Alfred William Bean, Harry Inskip, John Anstee, William Bolton, John Everitt, Joshua Ferraby, Robert How, Gustavus Jordan, Edward Lucas, William Phillips, William Thompson Pledge, Thomas Stormer, Thomas Swoorder, Henry Tomson, Charles Roth,* and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their respective Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway herein-before mentioned, with all proper Works and Conveniences connected therewith, according to the Provisions of the said incorporated Acts and of this Act, and for other the Purposes herein and in the said recited Acts contained ; and for the Purposes aforesaid such Company shall be incorporated by the Name of “The *Luton, Dunstable, and Welwyn Junction Railway Company,*” and by that Name shall be a Body Corporate with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, under and subject to the Restrictions herein and in the said incorporated Acts respectively contained.

Capital.

IV. That the Share Capital of the said Company shall be One hundred and twenty thousand Pounds.

Number and Amount of Shares.

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

Calls.

VI. That 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 the aggregate Amount of Calls to be made on any One Share in any One Year shall not exceed Six Pounds in the whole.

VII. That

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- VII. That it shall not be lawful for the Company hereby incorporated, 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 the Calls made in respect of Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing hereinbefore 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 the Calls actually made as shall be in conformity with the Provisions in the "Companies Clauses Consolidation Act, 1845," in that Behalf contained. Interest on Calls not to be paid out of Capital.
- VIII. That it shall not be lawful for the said Company, out of any Money by this Act authorized to be raised for the Purposes thereof, 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. Deposits for future Bills not to be paid out of Company's Capital.
- IX. That it shall be lawful for the Company to borrow on Mortgage or Bond any Sum not exceeding in the whole the Sum of Forty thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of One hundred and twenty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up. Power to borrow Money on Mortgage.
- X. That all Moneys raised under this Act shall be applied only to the Purposes of this Act. Application of Capital.
- XI. That the First Ordinary Meeting of the Company shall be held within Three Months next after the passing of this Act; and the subsequent Ordinary Meetings of the Company shall be held half-yearly, on the Fourteenth Day of *January* and the Fourteenth Day of *July*, or within One Month before or after those Days respectively. First and other Meetings.
- XII. That the Number of Directors shall not be less than Three, nor more than Six; and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares. Number and Qualification of Directors.
- XIII. That the Honorable *William Francis Cowper, Thomas Chambers, John Bennet Lawes, Lionel Ames, James Waller, and Henry Tomson*, shall be the First Directors of the Company. First Directors.
- XIV. That the Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of this Election of Directors at this

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First Ordinary Meeting.

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. That 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 Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at 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 said "Companies Clauses Consolidation Act, 1845."

Quorum of Directors.

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

Advertisements.

XVII. That the Newspaper in which Advertisements relating to the Affairs of the Company are to be inserted shall be a Newspaper published in the Counties of *Bedford* and *Hertford*, or one of them.

Power to make Railway according to deposited Plans.

XVIII. And whereas Plans and Sections of the Railway and Branch Railway, showing the Lines and Levels thereof, and also a Book of Reference containing the Names of the Owners, Lessees, and Occupiers of the Land through which the same is intended to pass, have been deposited with the Clerks of the Peace for the Counties of *Bedford* and *Hertford*: Be it enacted, That, subject to the Provisions in this and the said recited Acts contained, it shall be lawful for the said Company to 'make and maintain the said Railway and Branch Railways in the Line and upon the Lands delineated on the said Plans, and described in the said Book of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Lines of Railway and Branch Railways.

XIX. That the Lines of Railway and Branch Railways to be made and maintained under the Authority of this Act shall be the following; (that is to say,)

First, a Railway commencing by a Junction with the *Leighton Buzzard and Dunstable* Branch of the *London and North-western* Railway, at a Point marked A on the said deposited Plans, at or near the East End of the *Dunstable* Station of the said *London and North-western* Railway, in the Parish of *Houghton Regis* in the County of *Bedford*, and terminating by a Junction with

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with the *Great Northern* Railway, at a Point marked B on the said Plans, about One Furlong to the South of the Road leading from *Upper Hanside* to *Attimore Hall*, where the said Road crosses the said *Great Northern* Railway, in the Parish of *Hatfield* otherwise *Bishop's Hatfield* :

Second, a Branch Railway from and out of the Main Line of the said intended Railway, commencing by a Junction therewith at a Point marked C on the said Plans, in the said Parish of *Hatfield* otherwise *Bishop's Hatfield*, Three Furlongs or thereabouts Northward from the Point of Junction of the said first-mentioned intended Railway with the *Great Northern* Railway at B, and terminating by a Junction with the authorized Line of the *Hertford and Welwyn Junction* Railway, at a Point marked D on the said Plans, Three Furlongs or thereabouts Eastward from the Bridge over the *Great Northern* Railway near *Digswell Lodge Farm* in the Parish of *Digswell* :

Third, a Branch Railway from and out of the said first-mentioned Railway, commencing by a Junction therewith at the herein-before mentioned Point marked C on the said Plans, and terminating by a Junction with the *Great Northern* Railway, at a Point marked E on the said Plans, at or near the Bridge over the said *Great Northern* Railway near *Digswell Lodge Farm* in the Parish of *Digswell* aforesaid :

Which said Railway and Branch Railways and Works respectively will pass from, through, or into the several Parishes following, or some of them, (that is to say,) *Houghton Regis*, *Dunstable*, *Caddington*, and *Luton*, all in the County of *Bedford*, and *Caddington*, *Harpenden*, *Wheathampstead*, *Sandridge*, *Ayott Saint Peter*, *Welwyn*, *Hatfield* otherwise *Bishop's Hatfield*, and *Digswell*, all in the County of *Hertford*.

XX. That, subject to the Provisions of "The Railways Clauses Consolidation Act, 1845," it shall be lawful for the said Company to carry the said Railway and Branch Railways across and on the Level of the Roads delineated on the Plans deposited as aforesaid, and numbered as follows, (that is to say,) 2 and 53 in the Parish of *Luton*, 1 and 31 a, in the Parish of *Wheathampstead*, and 18 in the Parish of *Sandridge*.

Certain
Roads to be
crossed on
the Level.

XXI. That in the Formation of the said Railway in the said Parish of *Luton* the Company shall not (without the Consent of the Township of *Luton* Local Board of Health in that Behalf first had and obtained) stop up or enclose the Road numbered 16 on the said deposited Plans, or make the Inclination of the Road numbered 24 on the said Plans (if any Alteration therein be necessary) greater than 1 in 30, or lower the Road numbered 37 on the said Plans more than

Roads in
District of
Luton Board
of Health.

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1 Foot,

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1 Foot, or alter the present Level of the Road numbered 53 on the said Plans; and the said Company shall at all Times keep open and unenclosed the Road numbered 63 on the said Plans, and also so construct the Bridge to be made over the Road numbered 87 on the said Plans that the same shall suit such last-mentioned Road instead of the Road numbered 90 on the said Plans.

Certain Land of the Marquess of Salisbury not to be taken.

XXII. That nothing in this Act contained shall authorize the Company to enter upon, take, or use the Field of the Marquess of *Salisbury* numbered 19 in the Parish of *Hatfield* otherwise *Bishop's Hatfield* in the Plans deposited as aforesaid, or any Part thereof, or any other Lands of the said Marquess of *Salisbury*, without the Consent in Writing of the said Marquess, his Heirs or Assigns, for that Purpose first had and obtained.

Company to erect a Station or Lodge at Points of crossing, and to abide by Rules, &c. of Board of Trade.

XXIII. That 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 said Railways cross the before-mentioned Roads on the Level; and the said 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 Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations; and if the said 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 any 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 continue after such Penalty of Twenty Pounds shall have been incurred.

Board of Trade may require a Bridge to be erected in lieu of level Crossing.

XXIV. That it shall be lawful for the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, if it shall appear to them to be necessary for the Public Safety, at any Time, either before or after the said Railways hereby authorized to be carried across the said Roads on the Level shall have been completed and opened for public Traffic, to require the Company, within such Time as the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations shall direct, and at the Expense of the Company, to carry the before-mentioned Roads either under or over the said 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 Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations best adapted for removing or diminishing the

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the Danger arising from such level Crossing: Provided always, that if such Roads shall be so carried either under or over the Railways, it shall not be necessary for the Company to erect or maintain any Station or Lodge at the Point where such Roads may be crossed, or to appoint any Person to watch or superintend the Crossing thereat, nor shall they be liable to any of the aforesaid Penalties for Failure so to do.

XXV. That it shall be lawful for the said Company permanently to stop up the Roads numbered on the Plans deposited as aforesaid as follows, (that is to say,) 61 and 90 in the Parish of *Luton*. Power to stop up certain Roads.

XXVI. That it shall be lawful for the said Company to purchase, in addition to the Lands by this Act authorized to be purchased by them for constructing the said Railways, any Quantity of Land not exceeding in the whole Ten Acres, for any of the extraordinary Purposes specified in the said "Railways Clauses Consolidation Act." Lands for extraordinary Purposes.

XXVII. 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. Limitation of Time for compulsory Purchase.

XXVIII. That the Railways shall be completed within Four Years from the passing of this Act; and on the Expiration of such Period the Powers by this and the recited Acts 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 said Railways as shall be then completed. Period for Completion of Works.

XXIX. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, c. 20, a Sum of Eight thousand one hundred Pounds in Exchequer Bills, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railways 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 Eight thousand one hundred 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 Railways hereby authorized to be made, Security for Completion of the Railway within the Time limited.
either

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either open the said 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 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 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, 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 Sum of Eight thousand one hundred Pounds shall have been executed by the said 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 Eight thousand one hundred 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 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 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 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 Moneys to be recovered 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 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

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their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

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

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 Compost, Dung, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of 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; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Halfpenny :

Class 2. For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone, and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per Ton per Mile* not exceeding One Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Halfpenny :

Class 3. 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 Twopence; 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 One Halfpenny :

Class 4. 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 if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Halfpenny :

Class 5. 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 Fourpence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum *per Mile* not exceeding Twopence; and if propelled by an Engine belonging to the Company, an additional Sum *per Mile* not exceeding

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Two-

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Twopence; and the Sum of One Penny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding One Penny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a 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:

Tolls for
Animals.

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

Class 6. For every Horse, Mule, Ass, or other Beast of Draught or Burden, conveyed in or upon any such Carriage, *per* Mile not exceeding Threepence; 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 said Company, an additional Sum *per* Mile not exceeding One Halfpenny:

Class 7. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, not exceeding Twopence *per* Mile; and if conveyed in any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

Class 8. For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile not exceeding One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing:

Tolls for
Passengers.

In respect of Passengers conveyed in Carriages upon the 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 Penny; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Penny.

Regulations
as to the
Tolls.

XXXI. That 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 Line, the Company may demand as for Three entire Miles:

For a Fraction of a Mile the Company may demand Tolls and Charges as for One Mile:

For

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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.

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

Tolls for small Parcels and Articles of great Weight.

For the Carriage of small Parcels on the Railway, as follows :

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

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

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

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

And for any Parcel exceeding Fifty-six Pounds in Weight, but not exceeding Five hundred Pounds in Weight, the Company may demand any Sum which they may think fit : Provided always, that Parcels 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 Terms shall apply only to single Parcels in separate Packages :

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand any Sum not exceeding Sixpence *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 Sixpence ; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding Twopence :

For the Carriage of any One Boiler, Cylinder, or 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 any Sum they may think fit.

XXXIII. That

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Passenger
Luggage.

XXXIII. That every Person travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twelve 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
Charges for
Passengers.

XXXIV. That the maximum Rates of Charge 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 every other Expense incidental to such Conveyance, shall not exceed the following Sums:

For every Person 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 forming Part of a Mixed Train, the Sum of One Penny Halfpenny *per* Mile.

Maximum
Charges for
Goods and
Animals.

XXXV. That 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 mentioned in the following Table; (that is to say,)

For the Matters herein-before mentioned under Class One, not exceeding Twopence *per* Ton *per* Mile:

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

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

For the Matters mentioned under Class Four, not exceeding Fourpence *per* Ton *per* Mile:

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

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

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

For everything mentioned under Class Eight, not exceeding One Penny *per* Mile.

XXXVI. That

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

Restriction as to Charges not to apply to Special Trains.

XXXVII. That nothing herein contained shall be held to prevent the said Company from taking any increased Charges over and above the Charges 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 said Company in relation to such Goods.

Company may take increased Charges by Agreement.

XXXVIII. That all Communications between the Railway and the *Great Northern* Railway, and all Openings in the Rails of the *Great Northern* Railway, and all Works at and near that Railway, which may be agreed on between the Two Companies for the Reception and Accommodation of the Traffic of the Company hereby incorporated, and on what is now the Land of the *Great Northern* Railway Company, shall be made and for ever maintained, and kept in good Repair, at the sole Expense of the Company, and shall not only be in the first instance made, but shall also from Time to Time be altered, amended, repaired, and maintained by the Company, under the Superintendence and Direction and to the Satisfaction of the Engineer of the *Great Northern* Railway Company, and in such Manner and by such Means only as shall not in anywise injure or prejudice the *Great Northern* Railway, or the Station, Works, or Property of the *Great Northern* Railway Company, or interfere with the Traffic on that Railway, or the free and uninterrupted Use thereof by that Company.

All Communications, &c. between the Railway and the *Great Northern* Railway to be made, &c. under the Superintendence of the Engineer to the *Great Northern* Railway Company.

XXXIX. That the *Great Northern* Railway Company from Time to Time may erect such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Switchmen, or other Persons, as that Company deem necessary for the Prevention of Danger or Destruction to or Interference with Traffic at or near the Junction between the Railway and the *Great Northern* Railway; and the working and Management of such Signals, Works, and Conveniences shall be under the exclusive Management and Regulation of that Company; 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 *Great Northern* Railway Company,

Signals, &c. to be erected and maintained, and proper Persons appointed by *Great Northern* Railway Company to prevent Danger at Point of Junction.

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and in default of such Repayment the Amount of such Costs, Expenses, and Wages may be recovered from the Company by the *Great Northern Railway Company* in any Court of competent Jurisdiction.

All Communications, &c. between the Railway and London and North-western Railway to be made under the Superintendence of the Engineer to the London and North-western Railway Company.

XL. That all Communications between the Railway and the *London and North-western Railway*, and all Openings in the Rails of the *London and North-western Railway*, and all Works at and near that Railway, which may be agreed on between the Two Companies for the Reception and Accommodation of the Traffic of the Company hereby incorporated, and on what is now the Land of the *London and North-western Railway Company*, shall be made and for ever maintained and kept in good Repair at the sole Expense of the Company, and shall not only be in the first instance made, but shall also from Time to Time be altered, amended, repaired, and maintained by the Company, under the Superintendence and Direction and to the Satisfaction of the Engineer of the *London and North-western Railway Company*, and in such Manner and by such Means only as shall not in anywise injure or prejudice the *London and North-western Railway*, or the Station, Works, or Property of the *London and North-western Railway Company*, or interfere with the Traffic on that Railway, or the free and uninterrupted Use thereof by that Company.

Signals, &c. to be erected and maintained and proper Persons appointed by the London and North-western Railway Company to prevent Danger at Point of Junction.

XLI. That the *London and North-western Railway Company* from Time to Time may erect such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Switchmen, or other Persons, as that Company deem necessary for the Prevention of Danger or Destruction to or Interference with Traffic at and near the Junction between the Railway and the *London and North-western Railway*, and the Working and Management of such Signals, Works, and Conveniences shall be under the exclusive Management and Regulation of that Company, 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, on Demand, by the Company, to the *London and North-western Railway Company*, and in default of such Repayment the Amount of such Costs, Expenses, and Wages may be recovered from the Company by the *London and North-western Railway Company* in any Court of competent Jurisdiction.

Company to form Junctions with the Great Northern Railway.

XLII. That it shall be lawful for the Company to form Junctions with the *Great Northern Railway* in the Parishes of *Digswell* and *Hatfield* otherwise *Bishops Hatfield*, or either of them, for connecting the proposed Railways with the said *Great Northern Railway*, such Junctions being made under the Superintendence and to the Satisfaction

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faction of the Engineer for the Time being of the *Great Northern Railway Company*.

XLIII. Provided always, That it shall not be lawful for the Company to open the Railway herein-before secondly authorized to be constructed unless and until they shall have completed, to the Satisfaction of the Engineer of the *Great Northern Railway Company*, the Junctions also herein-before authorized of their Main Line with the *Great Northern Railway* at the Points marked B and E as aforesaid; and it shall not be lawful for the Company to use the said secondly authorized Railway if they do not maintain and *bonâ fide* use the same Junctions, so as to afford to the Persons and Goods carried on their Main Line of Railway free and sufficient Access to and from the *Great Northern Railway*.

To secure Junctions with Great Northern Railway.

XLIV. That it shall be lawful for the said Company to form Junctions and add such Stations, Side Lines, and Works in conjunction with the *Hertford and Welwyn Junction Railway*, at or near the Junction thereof in the Parish of *Digswell*, as may be necessary for connecting the proposed Railways with the said *Hertford and Welwyn Junction Railway*, and as may be necessary for the Reception and Accommodation of the Traffic of the respective Lines, such Junctions, Stations, Side Lines, and Works being made under the Superintendence and to the Satisfaction of the Engineers for the Time being of the Two Companies.

Company to form Junctions with the Hertford and Welwyn Junction Railway.

XLV. That it shall be lawful for the said Company to form a Junction with the *London and North-western Railway* at or near the *Dunstable* Station thereof, for connecting the proposed Railways with the said *London and North-western Railway*, such Junction being made under the Superintendence and to the Satisfaction of the Engineer for the Time being of the *London and North-western Railway Company*.

Company to form Junctions with the London and North western Railway.

XLVI. That no more of the Land belonging to or occupied by the *London and North-western Railway Company* or the *Great Northern Railway Company* respectively shall be taken by the Company than shall be necessary for the Formation of the Junctions with the Lines of the *London and North-western Railway* and the *Great Northern Railway* respectively without the Consent in Writing of the *London and North-western Railway Company* or the *Great Northern Railway Company* under their respective Common Seals first had and obtained.

No more Land of certain Companies to be taken than necessary to form Junctions.

XLVII. That the Junction with the Line of the *London and North-western Railway* hereby authorized shall be completed and opened for

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and North-western Railway.

for Traffic from *Luton* to *Dunstable* not later than One Year after the Opening of the Junctions hereby authorized with the *Great Northern Railway*.

Power to enter into Agreement with Companies for the Use of the Railways.

XLVIII. That it shall be lawful for the Company hereby incorporated from Time to Time to make and enter into Contracts or Agreements with the *Great Northern Railway Company*, the *London and North-western Railway Company*, and the *Hertford and Welwyn Junction Railway Company*, or either of them, which Contracts or Agreements the said last-named Companies or any of them are hereby empowered to enter into, for the Use by such Companies or either of them of the said Railways hereby authorized to be constructed, or any Part or Parts thereof respectively, together with the Stations, Warehouses, Works, and Conveniences belonging thereto, or any of them, or any Part or Parts thereof, subject to such reasonable Regulations and upon such Terms and Conditions as may from Time to Time be mutually agreed upon: Provided always, that such Contracts or Agreements shall in no Case be for a longer Term than Ten Years from the making or entering into the same, and no such Contracts or Agreements shall have any Operation until the same shall have been approved by the Board of Trade, which Board shall not approve of the same without being satisfied that the same has been assented to by Three Fifths of the Shareholders of the Company in Special Meeting assembled for that Purpose: Provided also, that if the Railway hereby authorized to be made shall be worked by either the *Great Northern, London and North-western*, or the *Hertford and Welwyn Junction Railway Company*, it shall not be lawful for either of the Three last-named Companies to demand or take any greater Tolls, Rates, or Charges in respect of the said Railway than they are entitled to charge, and do in fact at the Time being receive, on their own Undertaking respectively.

Agreement may be renewed with Approval of Board of Trade and Three Fifths of Shareholders.

XLIX. At the Expiration of any such Contracts or Agreements it shall be lawful for the Company hereby incorporated, with the Consent in Special Meeting of the Shareholders of the Company, and subject to the Approval of the Board of Trade, to renew such Contracts or Agreements, or any or either of them; provided, that before the Company shall enter into any such further Contracts or Agreements Notice of the Intention to enter into the same shall be given by Advertisement, in a Form to be approved by the Board of Trade, inserted once in each of Three successive Weeks in some Newspaper published or circulated in each County in which any Part of the Railway to which such proposed Contracts or Agreements relate is situated; and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Contracts or Agreements, and desiring to object thereto, may bring such Objections before the Board of Trade; and no such Contracts or Agreements

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ments shall be valid at Law or in Equity until the same shall have been approved by the Board of Trade as aforesaid.

L. None of the Powers and Provisions of this Act with respect to the making and entering into Contracts or Agreements with the *Great Northern* Railway Company, the *London and North-western* Railway Company, and the *Hertford and Welwyn Junction* Railway Company, shall have any Operation or Effect until such Contracts or Agreements shall have been submitted to and approved by a Majority of not less than Three Fifths of the Shareholders present, personally or by Proxy, at a Meeting of the Company specially convened for that Purpose.

Contracts not to be entered into unless approved by Three Fifths of the Shareholders.

LI. Such Meeting shall be called by Advertisement inserted for Two successive Weeks in a Morning Newspaper published in *London* and in some Newspaper of the County in which the principal Office of the Company is situate, the last of which Advertisements shall be published not less than Seven Days before such Meeting, and also by a Circular addressed to each Shareholder entitled to vote at Meetings of the Company, to be served in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices required to be served by the Company upon the Shareholders.

How Meeting to be convened.

LII. That nothing whatsoever contained in this Act or in any of the Acts herein referred to shall extend to authorize the said Company to purchase, take, use, or otherwise interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners or Commissioner for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, first had and obtained for that Purpose, and which such Commissioners or Commissioner are and is hereby authorized and empowered to give, or to divest, prejudice, diminish, alter, or take away any of the Estates, Rights, Privileges, Powers, or Authorities which now are or hereafter may be vested in or enjoyed by Her Majesty, Her Heirs or Successors.

Provision as to the Rights of the Crown.

LIII. That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made, or the said Company, from the Provisions of any General Act relating to this Act, or of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, or to the Conveyance of small Parcels by Railways, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of

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

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Parliament, of the maximum Rates of Fares and Charges authorized by this Act or of the Rates for small Parcels.

Expenses of
Act.

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

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