



ANNO VICESIMO & VICESIMO PRIMO

VICTORIÆ REGINÆ.

Cap. cxii.

An Act for making a Railway from the *Essendine* Station of the *Great Northern Railway* to *Bourn* in the County of *Lincoln*; and for other Purposes.
[10th *August* 1857.]

WHEREAS the Construction of a Railway from the *Essendine* Station of the *Great Northern Railway* in the Parish of *Essendine* in the County of *Rutland* to the Town of *Bourn* in the County of *Lincoln* would be of great public Advantage: And whereas the Persons herein-after named, together with other Persons, are willing, at their own Expense, to carry such Undertaking into execution, if authorized so to do: And whereas a Plan and Section of the Railway showing the Line and Levels thereof, with a Book of Reference to the Plan containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and of the Occupiers of the Lands through which the Railway will pass have been deposited with the respective Clerks of the Peace for the County of *Rutland*, and for the Parts of *Kesteven* in the County of *Lincoln*: And whereas the Objects of this Act cannot be attained without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's
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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 :

Short Title. I. This Act may for all Purposes be cited as "*Bourn and Essendine Railway Act, 1857.*"

8 & 9 Vict. cc. 16., 18., & 20. incorporated. II. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," are incorporated with this Act.

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

Subscribers incorporated. IV. Lieutenant-General *William Augustus Johnson*, *Francis Willis*, the Reverend *Joseph Dodsworth* Clerk, *John Lely Ostler*, and *John Compton Lawrance*, and all other Persons who have already subscribed or hereafter subscribe to the Undertaking, and their Executors and Administrators, Successors and Assigns respectively, are by this Act united into a Company for the Purpose of making and maintaining the Railway, and for other the Purposes of this Act, and for those Purposes are by this Act incorporated by the Name of "*The Bourn and Essendine Railway Company*," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and with Power to purchase, hold, and dispose of Lands and other Property for the Purposes but subject to the Restrictions of this Act.

Capital. V. The Capital of the Company shall be Forty-eight thousand Pounds.

Number and Amount of Shares. VI. The Number of Shares into which the Capital shall be divided is Four thousand eight hundred, and the Amount of every Share shall be Ten Pounds.

Calls. VII. Two Pounds a Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Two Months at the least shall be the Interval between successive Calls, and Two Thirds of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share.

Interest not to be paid on Calls paid up. VIII. The Company shall not, out of any Money by this Act authorized to be raised by Calls on Shares or by borrowing, pay Interest or Dividends to any Shareholder on the Amount of Calls made

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made on the Shares held by him: Provided always, that this Act shall not prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as is in conformity with the Provisions in that Behalf of "The Companies Clauses Consolidation Act, 1845."

IX. The Company shall not, out of any Money by this Act authorized to be raised, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now or hereafter 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.

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

X. The Company from Time to Time may borrow on Mortgage any Sums not exceeding in the whole Sixteen thousand Pounds, but no Part thereof shall be borrowed until the whole of the Capital is subscribed for, and One Half thereof is paid up: Provided always, that all Moneys raised under this Act by the Company, whether by Shares or by borrowing, shall be applied only for Purposes by this Act authorized.

Power to borrow on Mortgage.

XI. The First Ordinary Meeting of the Company shall be held within Eight Months after the passing of this Act, and the subsequent Ordinary Meetings shall be held in the Months of *February* and *August* in every Year.

First and other Meetings.

XII. The Number of Directors shall be Eight, and the Qualification of a Director shall be the Possession in his own Right of Twenty Shares at least.

Directors.

XIII. The Company may reduce the Number of Directors, provided that the reduced Number be not less than Four.

Power to vary Number of Directors.

XIV. *William Augustus Johnson, John Lely Ostler, the Reverend Joseph Dodsworth, John Compton Lawrance, Robert Nicholls Munton, Henry Draper Dove, Charles Roberts, and Henry Bott* shall be the First Directors.

First Directors.

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

Quorum of Directors.

XVI. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting held after the passing of this Act, and at that Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act or elect a new Body of Directors to supply their Place, the retiring Directors being, if qualified, eligible for Re-election.

Retirement of First Directors.

XVII. The

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Newspaper
for Adver-
tisements.

XVII. The Newspaper for Advertisements shall be any Newspaper published in the County of *Lincoln*.

Power to
make Rail-
way accord-
ing to depo-
sited Plans.

XVIII. Subject to the Provisions of this Act, the Company may make and maintain the Railway in the Lines and upon the Lands delineated on the deposited Plans, and described in the deposited Books of Reference, and according to the Levels described on the deposited Sections, and may enter upon, take, and use such of those Lands as they think requisite for the Purpose.

Describing
the Line of
Railway.

XIX. The Railway shall commence in the Parish of *Essendine* in the County of *Rutland* by a Junction with the *Great Northern* Railway at or near to the Southern Side of the *Essendine* Station on that Railway at the Point shown on the deposited Plans, or as near thereto as shall be determined by the *Great Northern* Railway Company, and shall terminate near to the Southern End of the Town of *Bourn* in the County of *Lincoln* in a Field situate on the Western Side of and adjoining to the Turnpike Road leading from *Bourn* to *Deeping* in the County of *Lincoln*, belonging to *Philip Duncombe Pouncefort Duncombe*, and late in the Occupation of *Benjamin Brown Ferraby*.

Certain
Roads may
be crossed on
the Level.

XX. Subject to the Provisions of this Act, the Company may carry the Railway, with not exceeding such Number of Lines of Rails as follows, on the Level across the following Roads ; (to wit,)

Parish.	No. on Plan.	No. of Lines of Rail.
Greatford - -	10	Two.
Thurlby - -	20	Two.
Thurlby - -	43	Two.

Company to
erect a Sta-
tion or Lodge
at Points of
Crossing, and
abide by
Rules, &c. of
Board of
Trade.

XXI. 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 Railway crosses those Roads on the Level, and the Company shall be subject to and shall abide by all such Regulations with regard to the crossing of those Roads on the Level, or with regard to the Speed at which Trains shall pass those Roads, as the Board of Trade from Time to Time make ; and if the Company fail to erect or at all Times maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend the Crossing at any such Point or Station, or to observe or abide by any such Regulation, 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 the Offence continues after the Penalty of Twenty Pounds is incurred.

XXII. The

Bourn and Essendine Railway Act, 1857.

XXII. The Board of Trade, if it appear to them necessary for the public Safety, at any Time, either before or after the Railway is completed and opened for public Traffic, may require the Company within such Time as the Board of Trade direct, and at the Expense of the Company, to carry those Roads either under or over the Railway by means of a Bridge or Arch in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances appear to the Board of Trade best adapted for removing or diminishing the Danger arising from such Crossing.

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

XXIII. The Company may by Agreement purchase any Quantity of Land not exceeding in the whole Five Acres for extraordinary Purposes, as defined in "The Railway Clauses Consolidation Act, 1845."

Land for extraordinary Purposes.

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 after the passing of this Act.

Powers for compulsory Purchases limited.

XXV. The Railway shall be completed within Three Years after the passing of this Act, and on the Expiration of that Period the Powers of the Company for making the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Period for Completion of Works.

XXVI. And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Session of the Ninth and Tenth Years of Her present Majesty, Chapter Twenty, a Sum of Three thousand three hundred and seventy-five Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway, has been deposited with the Court of Chancery pursuant to that Act in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in that Act, Chapter Twenty, that Sum of Three thousand three hundred and seventy-five Pounds, or the Interest or Dividends thereof, shall not, except on 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 that Act, Chapter Twenty, or the Survivor or Survivors of them, unless the Company before the Expiration of the Period limited by this Act for the Completion of the Railway either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half

Deposit in Court of Chancery to be forfeited to the Crown in a certain Event.

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Proviso if
Bond be
given Depo-
sit may be
repaid.

of the Capital; and if that Period expire before the Company either have opened the Railway for the public Conveyance of Passengers, or have given such Proof to the Satisfaction of the Board of Trade, the Sum so deposited, and the Interest and Dividends thereof, shall immediately from and after the Expiration of that Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they are then 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: Provided, that at any Time after the passing of this Act, if a Bond in twice the Amount of that Sum of Three thousand three hundred and seventy-five Pounds be 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 Her Majesty's Treasury) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the Sum of Three thousand three hundred and seventy-five Pounds if the Company do 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 Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the Capital, and if such Bond be deposited with that Solicitor, then that Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order, or the Survivors or Survivor of them; and it shall not be necessary to produce any Certificate of this Act having passed, anything in that Act to the contrary notwithstanding; and the Moneys to be recovered upon such Bond shall be dealt with in like Manner as that deposited Sum of Money, and the Interest or Dividends thereof, would be dealt with under this Act if such Bond were not so executed and deposited; and the Certificate of that Solicitor that such Bond has been so executed and deposited, and the Certificate of the Board of Trade that such Proof has been given to their Satisfaction, shall respectively be sufficient Evidence of the Facts so certified.

Communica-
tion with
the Great
Northern
Railway to
be made
under the
Direction of
their En-
gineer.

XXVII. The Communication herein-before authorized between the Railway and the *Great Northern* Railway, and all such Openings in the Ledges or Flanches of that Railway as may be necessary or convenient for effecting such Communication, shall be made and for ever after maintained and worked at the Cost of the Company, under the Direction and Superintendence of the principal Engineer of the *Great Northern* Railway Company, and in case of any Difference arising as to the Mode of effecting and afterwards maintaining and working

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working such Communication, it shall be determined by a Referee appointed at the Cost of the Company by the Board of Trade, on the Application of either Company.

XXVIII. Nothing in this Act contained shall authorize the Company to take or enter upon any of the Lands belonging to the *Great Northern Railway Company*, or to alter or interfere with the *Great Northern Railway* or any of the Works thereof, further or otherwise than is necessary for the making and maintaining of the Railway and the convenient Junction and Intercommunication between the *Great Northern Railway* and the Railway herein-before authorized, without in every Case the previous Consent in Writing of the *Great Northern Railway Company*. Not to interfere with Works of Great Northern Railway Company without Consent.

XXIX. Except as is by this Act expressly provided, nothing in this Act contained shall take away, lessen, prejudice, or alter any of the Rights, Privileges, or Powers of the *Great Northern Railway Company*. Nor to prejudice Rights of that Company.

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

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

Class One. For all Compost, Dung, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of Roads or Highways, Coals, Ironstone, and Iron Ore, *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 Two. For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all other Stones, all Bricks, Tiles, Slates, Clay, Sand, 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 Three. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Deals, Metal (except Iron), Nails, Anvils, Vices,

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- 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, an additional Sum *per Ton per Mile* not exceeding One Halfpenny:
- Class Four. For all Cotton and other Wools, Drugs, manufactured Goods, and 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 Five. 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 Sixpence; 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, a further Sum *per Mile* not exceeding Twopence; 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 which any such Carriage may weigh:

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

- Class Six. For every Horse and 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 Company, a further Sum *per Mile* not exceeding One Halfpenny:
- Class Seven. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, the Sum of Twopence *per Mile*; and if conveyed in or upon 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, a further Sum *per Mile* not exceeding One Halfpenny:
- Class Eight. For every Calf or 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, a further Sum *per Mile* not exceeding One Farthing:

In

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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.

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

For Articles or Persons conveyed on the Railway 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 and Charges for such Fraction in proportion to the Number of Quarters of a Mile contained therein; and a Fraction of a Quarter of a Mile shall be deemed a Quarter of 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 :

The Company shall not be compelled to provide Waggon or Carriages for the Conveyance of Coal, Cannel, Slack, Culm, Coke, or Cinders :

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 every smaller Quantity.

XXXII. 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 single Articles of great Weight.

For the Carriage of small Parcels the Company may demand for Parcels not exceeding Seven Pounds Weight any Sum not exceeding Fourpence :

For Parcels exceeding Seven Pounds and not exceeding Fourteen Pounds, any Sum not exceeding Eightpence :

For Parcels exceeding Fourteen Pounds and not exceeding Twenty-eight Pounds, any Sum not exceeding One Shilling and Fourpence :

[Local.]

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For

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For Parcels exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds, any Sum not exceeding Two Shillings :

And for Parcels exceeding Fifty-six Pounds and less than Five hundred Pounds, the Company may demand any Sum which they may 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 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 Iron, 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 Stone, Timber, 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.

Power to take increased Tolls by Agreement.

XXXIII. 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.

Passengers Luggage.

XXXIV. Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and 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 Tolls for Passengers.

XXXV. 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 :

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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 :

Provided always, that if any Passenger be conveyed for a less Distance than Three Miles, it shall be lawful for the Company to demand and receive Tolls as for Three Miles ; and for any Fraction of a Mile beyond Three Miles it shall be lawful for the said Company to demand Toll in proportion to the Number of Quarters of a Mile contained therein ; and a Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile.

XXXVI. 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, shall not exceed the Amounts mentioned in the following Table ; (that is to say,)

Maximum
Tolls for
Goods.

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

For Matters mentioned in Class Two, not exceeding One Penny Halfpenny *per* Ton *per* Mile :

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

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

For any Carriage mentioned in 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 in Class Six, not exceeding Fourpence *per* Mile :

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

For everything mentioned in Class Eight, not exceeding One Penny *per* Mile :

Provided always, that if any such Animals, Goods, Articles, Matters, or Things shall be conveyed for a less Distance than Three Miles, it shall be lawful for the Company to demand and receive Tolls as for Three Miles and for any Fraction of a Mile beyond Three Miles ; it shall be lawful for the said Company to demand Toll in proportion to the Number of Quarters of a Mile contained therein ; and a Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile ; and provided also, that the Company shall not be compelled to provide
Waggons

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Waggons or Carriages for the Conveyance of Coal, Cannel, Slack Culm, Coke, or Cinders.

Restrictions as to Charges not to apply to Special Trains.

XXXVII. The Restriction as to the Charges to be made for Passengers does not extend to any Special Train required on the Railway, but applies only to the Express or Ordinary Trains from Time to Time appointed by the Company for the Conveyance of Passengers and Goods on the Railway.

Subscription Contract to be valid.

XXXVIII. The Subscription Contract which, pursuant to the Standing Orders of Parliament, was entered into with respect to the Undertaking authorized by this Act previously to the Commencement of the last Session of Parliament, shall be as valid and shall be construed as if this Act had been passed in the said last Session.

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

XXXIX. Nothing in this Act contained shall exempt the Railway from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act, or of the Rates for small Parcels.

Expenses of Acts.

XL. All the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, or preparatory or incident thereto, shall be paid by the Company.

LONDON:

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