



ANNO VICESIMO & VICESIMO PRIMO

VICTORIÆ REGINÆ.

Cap. cxxxix.

An Act for authorizing an Extension of the *Dorset Central Railway*; for regulating the Capital of the *Dorset Central Railway Company*; and for other Purposes. [10th August 1857.]

WHEREAS by "The *Dorset Central Railway Act, 1856*,"
the *Dorset Central Railway Company* (in this Act called
"the Company") were incorporated, and were authorized
to make and maintain the First Section of the *Dorset Central Railway*,
and to raise a Capital of One hundred thousand Pounds in Five
thousand Shares of Twenty Pounds each, and to borrow Thirty-three
thousand Pounds on Mortgage or Bond: And whereas the Company
have proceeded to put that Act into execution: And whereas it would
be to the Advantage of the Public and it is expedient that the Com-
pany be authorized to make and maintain the additional Railways
and other Works by this Act authorized, and to raise additional
Capital: And whereas it is expedient that the recited Act be repealed,
and that some of the Provisions thereof be re-enacted with Amend-
ments: 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 most
Excellent Majesty, by and with the Advice and Consent of the Lords

19 & 20 Vict.
c. cxxxv.

[*Local.*]

22 Z

Spiritual

The Dorset Central Railway Act, 1857.

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

Short Title. I. This Act may for all Purposes be cited as "*The Dorset Central 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,*" save so far as any of the Clauses and Provisions thereof respectively are expressly excepted or varied by this Act, are respectively incorporated with this Act.

Same Meanings to Words in incorporated Acts as in this Act. III. The several Words and Expressions 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.

Repeal of 19 & 20 Vict. c. cxxxv. except Section 34. IV. Subject to the Provisions of this Act, the recited Act is by this Act repealed: Provided always, that Section Thirty-four of the recited Act, whereby Provision is made for ensuring the Completion of the Railway by that Act authorized, is not repealed by this Act.

Company to continue incorporated. V. Notwithstanding the Repeal of the recited Act, the Company shall, for the Purposes of this Act, remain as from the passing of the recited Act, and continue incorporated by the Name of "*The Dorset Central Railway Company,*" and by that Name shall be One Body Corporate, with perpetual Succession and a Common Seal, and with Power to make and maintain their Railways, and for other the Purposes of this Act, and to purchase, take, hold, and dispose of Lands and other Property for the Purposes but subject to the Restrictions of this Act.

Company to continue entitled to their Property. VI. Notwithstanding the Repeal of the recited Act, the Company shall remain and be seised and possessed of and entitled to all the Lands, Works, Buildings, Estates, Moneys, Property, Effects, Claims, and Demands whatsoever of or to which the Company are, by virtue of the recited Act or otherwise howsoever, at the Time of the passing of this Act, seised, possessed, or in any way entitled, at Law or in Equity, or otherwise howsoever, with the Appurtenances, as if this Act were not passed.

Shares in Capital to continue in force. VII. Notwithstanding the Repeal of the recited Act, the several Shares in the Capital of the Company held by any Persons immediately before the passing of this Act shall, under this Act, be Shares in the original Capital of the Company, and the several Holders thereof shall be Shareholders of the Company accordingly.

VIII. Not-

The Dorset Central Railway Act, 1857.

VIII. Notwithstanding the Repeal of the recited Act, all Certificates, Sales, Transfers, and Dispositions before the passing of this Act made or executed under the recited Act of or with respect to any Share shall, for the Purposes of this Act, remain in full Force and continue to be available in all respects.

Certificates, &c. of Shares to continue in force.

IX. Notwithstanding the Repeal of the recited Act, the several Persons who immediately before the passing of this Act were Shareholders of the Company, their Heirs, Executors, Administrators, Successors, and Assigns respectively, shall pay to the Company the Amount of their respective Shares, or so much thereof as at the passing of this Act is not paid to the Company, with all Interest, if any, due or to accrue due thereon, and shall so pay the same when and as the same is called up or otherwise demanded by the Company according to the Provisions of this Act.

Subscriptions for Shares to be paid.

X. Notwithstanding the Repeal of the recited Act, all the Provisions of any and every other Act relating to the Company and their Officers and Servants respectively, and on the passing of this Act in force, shall be of the like Force as if such Repeal had not happened, and may be enjoyed and exercised by and against the Company and their Officers and Servants respectively accordingly.

Notwithstanding Repeal of recited Act, other Acts relating to Company to continue in force.

XI. Notwithstanding the Repeal of the recited Act, and except only as is by this Act otherwise expressly provided, everything before the passing of this Act done, suffered, and confirmed respectively under the recited Act shall be as valid as if this Act were not passed; and such Repeal and this Act respectively shall accordingly be subject and without Prejudice to everything so done, suffered, and confirmed respectively, and to all Rights, Liabilities, Claims, and Demands, both present and future, which if such Repeal had not happened and this Act were not passed would be incident to or consequent on any and every thing so done, suffered, and confirmed respectively: Provided always, that the Generality of this Provision shall not be restricted by any other of the Clauses and Provisions of this Act.

General Saving of Rights under recited Act.

XII. Notwithstanding the Repeal of the recited Act, all Plans and Books of Reference, and all Corrections and Certificates of Correction thereof, respectively deposited for the Purposes of the recited Act with any Clerk of the Peace, shall remain in his Custody as if they were deposited for the Purposes of this Act, and according to the Provisions of the Act of the Session of the Seventh Year of *William* the Fourth and the First Year of Her present Majesty, Chapter Eighty-three; and every such Clerk of the Peace shall accordingly permit the same to be inspected, and Copies thereof and Extracts therefrom to be taken respectively.

Deposited Plans to remain in Custody of Clerk of the Peace, as if deposited for Purposes of this Act.

XIII. Not-

The Dorset Central Railway Act, 1857.

Money paid
into Bank,
&c. to be ap-
plied under
recited Act.

XIII. Notwithstanding the Repeal of the recited Act, in every Case in which, under any of the Provisions of that Act, any Money was before the passing of this Act paid into the Bank of *England*, or to any Trustee or Trustees, as Purchase or Compensation Money, or on any Account, such Money, or the Stocks, Funds, or Securities in or upon which it is from Time to Time, by the Order of the Court of Chancery or otherwise, invested, and the Interest, Dividends, and annual Produce thereof, shall, after the passing of this Act, be applied and disposed of pursuant to the recited Act.

Convey-
ances, &c.
to continue
in force.

XIV. Notwithstanding the Repeal of the recited Act, all Purchases, Sales, Conveyances, Leases, Contracts, Agreements, Securities, and other Acts and Things before the passing of this Act made, done, entered into, executed, or instituted under or by virtue of the recited Act, or with respect to the Purposes thereof, shall be as good, valid, and effectual, to all Intents and Purposes whatsoever, for, against, and with respect to the Company, as if such Repeal had not happened, and may be proceeded on and enforced accordingly.

Debts to be
paid.

XV. Notwithstanding the Repeal of the recited Act, all Persons who immediately before the passing of this Act owed any Money to the Company, or to any Person on their Behalf, shall pay the same, with all Interest (if any) due and payable or accruing for the same, to the Company, and all Moneys which immediately before the passing of this Act were owing by or recoverable from the Company, or for the Payment of which they were or but for this Act would be liable, shall be paid, with all Interest (if any) due and payable or accruing for the same, by or be recoverable from the Company.

Actions not
to abate, &c.

XVI. Notwithstanding the Repeal of the recited Act, any Action, Suit, Prosecution, or other Proceeding commenced either by or against the Company before the passing of this Act shall not abate or be discontinued or prejudicially affected by this Act, but, on the contrary, shall continue and take effect both in favour of and against the Company in the same Manner to all Intents as if such Repeal had not happened.

Resolutions,
&c. to con-
tinue in
force.

XVII. Notwithstanding the Repeal of the recited Act, all Resolutions, Orders, and Proceedings of General Meetings and Boards of Directors which immediately before the passing of this Act were binding on the Company, or their Directors, Officers, or Servants, or any of them, shall continue in full Force, and be in like Manner binding on the Company and their Directors, Officers, and Servants accordingly.

XVIII. Not-

The Dorset Central Railway Act, 1857.

XVIII. Notwithstanding the Repeal of the recited Act, all Documents, Books, and Writings by that Act directed or authorized to be kept, and which, if such Repeal had not happened, would be receivable in Evidence, shall be admitted as Evidence in all Courts of Law and Equity and elsewhere accordingly.

Books, &c.
to continue
Evidence.

XIX. Notwithstanding the Repeal of the recited Act, all Byelaws of the Company made before the passing of this Act shall, for the Purposes of this Act, but (unless sooner re-enacted under this Act) not longer than Six Months after the passing of this Act, continue of full Force as if such Repeal had not happened, and such Byelaws may be enforced, and all Proceedings thereon may be continued or taken, and all Penalties thereunder may be recovered accordingly.

Byelaws to
continue in
force for
Six Months.

XX. Notwithstanding the Repeal of the recited Act, every Officer and Servant appointed by virtue of or acting under the Authority of that Act shall hold and enjoy his Office and Employment, with the Salary thereunto annexed, and be deemed an Officer and Servant of the Company, until he be removed from such Office and Employment, and he shall have the likè Power and Authority for the Purposes of this Act, and be subject to the like Power of Removal, Regulations, Pains, and Penalties, as if he were appointed under this Act.

Officers to
continue in
Office.

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

Ordinary
Meetings.

XXII. The Company from Time to Time may increase and reduce the Number of the Directors, so as the Number be not more than Seven or fewer than Five: Provided always, that until the Company otherwise determine the Number of the Directors shall be Five.

Number of
Directors.

XXIII. No Person shall be capable of being appointed a Director of the Company by the Shareholders at any of the General Meetings of the Company, unless Notice of his Intention or Consent to become a Candidate for such Office shall have been given to the Secretary of the Company in Writing Seven Days at the least prior to the Day of such Meeting.

Candidates
for Offices
of Directors
to give
Notice.

XXIV. The several Persons who at the passing of this Act are the Directors of the Company shall remain in Office until they respectively cease according to the Provisions of this Act to be Directors, and they respectively shall retire from Office in the same Rotation as the Rotation in which they would retire if this Act were not passed.

Present
Directors to
remain in
Office.

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Quorum for Meetings of Directors.

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

Qualification of Directors.

XXVI. The Qualification for the Office of Director shall be the holding of at least Twenty-five Shares in his own Right.

Newspapers for Advertisements.

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

Capital.

XXVIII. The Capital of the Company shall be Four hundred thousand Pounds, consisting of their original Capital of One hundred thousand Pounds, and the additional Capital of Three hundred thousand Pounds by this Act authorized to be raised by Shares.

Power to raise additional Capital by new Shares.

XXIX. The Company from Time to Time may raise, by new Shares in their Capital, and in addition to their original Capital, any Sum not exceeding Three hundred thousand Pounds.

New Capital to be Part of general Capital.

XXX. The new Share Capital created by the Company under this Act shall be Part of the general Capital of the Company, and, except as is by this Act otherwise provided, all such Rights, Privileges, Liabilities, and Incidents shall attach to and be conferred by such new Share Capital, and the Shares therein, as to and by the Company's present Share Capital and the Shares therein.

Number and Amount of Shares.

XXXI. The Shares in the original Capital shall be the Five thousand Shares of Twenty Pounds each created by the recited Act, and the Shares in the additional Capital shall, except as is by this Act otherwise provided, be Fifteen thousand of the like nominal Amount.

If Company purchase Lord Rivers's Land at a yearly Rentcharge it shall be redeemable.

XXXII. Whereas a Bill is now pending in Parliament for authorizing the Sale to the Company, in consideration of a yearly Rentcharge, of Lands required by them, forming Part of the Settled Estates of the Right Honourable *George Pitt Rivers* Lord *Rivers*: Therefore, if that Bill pass into a Law, and the Company purchase thereunder any of those Lands at a yearly Rentcharge, they shall do so only on the Terms of the Company at such Time within Twenty-five Years after the Commencement of the yearly Rentcharge as they think fit, redeeming it on such Terms as are agreed on when the Purchase is made.

Calls.

XXXIII. Except as is by this Act otherwise provided, the Calls to be made on any Share in the original Capital, or on any new Share issued under this Act, shall not exceed in any One Year Three Fifths of the nominal Amount thereof, and no One Call shall exceed Three Pounds

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Pounds *per* Share, and Three Months at least shall be the Interval between successive Calls.

XXXIV. Where, after having created any Class of new Shares, the Company determine not to issue the whole of the Shares of that Class, they may cancel the unissued Shares, and may from Time to Time thereafter create and issue in lieu thereof other new Shares of an aggregate nominal Amount not exceeding the aggregate nominal Amount of the new Shares so cancelled.

Company may cancel unissued new Shares, and issue new Shares in lieu.

XXXV. Whenever the Company, under any of the Provisions of this Act, cancel any Shares, they may from Time to Time thereafter create and issue, in lieu of the Shares so cancelled, new Shares of an aggregate Amount not exceeding the aggregate Amount which shall not have been paid up in respect of the Shares so cancelled.

Company may issue new Shares in lieu of such cancelled Shares.

XXXVI. The new Shares to the Extent of not exceeding One hundred thousand Pounds, Part of the additional Capital of Three hundred thousand Pounds, which the Company may issue under or for any of the Purposes of this Act, may, with the Sanction of at least Three Fifths of the Votes of the Shareholders present, in Person or by Proxy, at a General Meeting of the Company specially convened for the Purpose, be issued by the Company as they from Time to Time think fit, either of One Class and with like Privileges, or of several Classes and with different Privileges, and of the same or different Amounts, and respectively with any fixed, fluctuating, contingent, preferential, perpetual, terminable, or other Dividend, and the Company, as they from Time to Time think fit, may fix the Amounts and Times of Payments of the Calls on such Shares: Provided, that all the Shares of the same Class shall be of the same Amount, and all the Shares of the same Class shall bear like Dividend and confer like Privileges.

Company may create the new Shares of different Classes, &c.

XXXVII. Provided always, That any Preference or Priority in the Payment of Dividend which, in pursuance of this Act, is granted in respect of any new Shares, shall not prejudice or affect any Preference or Priority in Payment of Interest or Dividend on any other Shares or Stock which may have been granted by the Company by, or in pursuance of, or which may have been confirmed by any Act of Parliament passed before the passing of this Act, or which may otherwise be lawfully subsisting.

Existing preferential Shares not to be prejudiced.

XXXVIII. Every Person who becomes entitled to any such new Share of any Class shall, in respect of the new Share, be a Shareholder, and, unless before the Time of the Issue thereof it be otherwise resolved by the Company, and except as is by this Act otherwise provided, shall, in proportion to the whole Amount from Time to Time

Dividends on new Shares.

The Dorset Central Railway Act, 1857.

Time paid on the new Share, be entitled in respect thereof to like Dividend, and like Rights of voting and Qualifications and Privileges, as the Holders of the ordinary Shares of the Company.

If existing Shares at a Premium new Shares to be offered to existing Shareholders. XXXIX. If at the Time of the issuing of any such new Shares any of the then existing ordinary Shares be at a Premium, the Capital to be then raised shall be divided into Shares of such Amount as will conveniently allow the same to be apportioned among the then ordinary Shareholders in proportion to the existing ordinary Shares held by them respectively, and the new Shares shall be offered to them at Par in that Proportion.

Offer to be made by Letter. XL. Every such Offer of new Shares shall be made by Letter under the Hand of the Secretary of the Company given to every ordinary Shareholder, or sent by Post addressed to him according to his Address in the Shareholders Address Book, or left for him at his usual or last known Place of Abode in *England*; and every such Offer made by Letter sent by Post shall be considered as made on the Day on which the Letter in due Course of Delivery ought to reach the Place to which it is addressed.

Company may enlarge Time for accepting new Shares. XLI. Provided always, That the Company, if they think proper, but not otherwise, may permit any such Holder who, from Absence abroad or other Cause satisfactory to the Directors, omits to signify within the Time by this Act limited his Acceptance of the new Shares offered to him, to accept them notwithstanding the Time have elapsed.

Disposal of unaccepted new Shares. XLII. If any such Holder fail for One Month after such Offer of new Shares to accept them, the Company may dispose of the unaccepted new Shares to any other Persons.

Scale for voting. XLIII. Every Holder of any new Share shall be entitled to One Vote in respect thereof, and every Holder of any new Shares not being of the nominal Amount of Twenty Pounds each shall be entitled in respect thereof to Votes according to the Number of Twenty Pounds (rejecting Fractions) into which the aggregate nominal Amount of such new Shares is divisible: Provided always, that the Scale of voting shall be that prescribed by "The Companies Clauses Consolidation Act, 1845."

Power to borrow on Mortgage, inclusive of Money borrowed under recited Act. XLIV. The Company may borrow on Mortgage or Bond any Sums not exceeding in the whole, inclusive of any Money borrowed by the Company under the recited Act, and on the passing of this Act remaining due, the Sum of Thirty-three thousand Pounds, but no Part of that Sum shall be borrowed until the whole of the original Capital is subscribed for, and One Half thereof is actually paid up.

XLV. The

The Dorset Central Railway Act, 1857.

XLV. The Company may also borrow on Mortgage or Bond the Sum of Sixty thousand Pounds, but no Part of that Sum shall be borrowed until Two hundred thousand Pounds, Part of the additional Capital of Three hundred thousand Pounds, shall have been subscribed for, and One Half thereof actually paid up; and when the Remainder of the additional Capital shall have been subscribed for, and One Half thereof actually paid up, the Company may borrow a further Sum not exceeding Forty thousand Pounds.

Power to borrow further Money on Mortgage.

XLVI. All Mortgages or Bonds granted under the recited Act and now in force shall, during the Continuance thereof, have Priority over all Mortgages granted under this Act.

Priority of existing Mortgages.

XLVII. The Mortgagees of the Company may enforce the Payment of the Principal and Interest Moneys due to them respectively on their respective Mortgages by the Appointment of a Receiver, and the Amount to authorize a Requisition for a Receiver shall be Five thousand Pounds.

Arrears may be enforced by Appointment of Receiver.

XLVIII. The Company shall not, out of any Money by the recited Act or by this Act authorized to be raised by Calls on Shares, or by borrowing, pay Interest or Dividend to any Shareholder on the Amount of the Calls on his Shares: Provided always, that nothing herein contained shall prevent the Company from paying to any Shareholder such Interest on Money advanced by him in anticipation of Calls as is in conformity with the Provisions in that Behalf of "The Companies Clauses Consolidation Act, 1845."

Interest not to be paid on Calls paid up.

XLIX. The Company shall not, out of any Money by the recited Act or by this Act authorized to be raised, pay or deposit any Sum which, by any Standing Order of either House of Parliament now or hereafter in force, is 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 to execute any other Work or Undertaking.

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

L. All and every Part of the Money authorized to be raised under the Powers of the recited Act, and continued by this Act, shall be applied only to the Purposes by that Act authorized, and every Part of the Money raised under this Act shall be applied only to Purposes by this Act authorized.

Application of Moneys.

LI. The Company from Time to Time may make, complete, and maintain in the Lines and according to the Levels shown by the Plans and Sections deposited for the Purposes of the recited Act, and in the Lands delineated on those Plans, and described in the Book of

Power to complete and maintain original Main Line authorized

The Dorset Central Railway Act, 1857.

by recited
Act.

Reference thereto, deposited for the Purpose of that Act, the Railway by that Act authorized; (that is to say,)

A Line of Railway (in this Act called the original Main Line) commencing in the Parish of *Canford Magna* in the County of *Dorset* by a Junction with the Main Line of the *Southampton and Dorchester* Railway of the *London and South-western* Railway Company, at a Point thereon at or near to the new Bridge by which the said Railway is carried over the private Road leading from *Wimborne Minster* to *Canford Manor* in that Parish, and terminating in the Parish of *Blandford Saint Mary* in the County of *Dorset* in a Field belonging to Sir *John James Smith* Baronet, and in the Occupation of *Edward Goodman*, and which said Field abuts on the Turnpike Road leading from *Blandford* to *Poole*, and all proper Stations, Buildings, Works, and Conveniences connected therewith, and for the Purposes thereof may enter upon, take, and use such of the Lands delineated on those Plans and described in that Book of Reference, as they think fit.

Powers for
compulsory
Purchases
for Main
Line limited.

LII. The Powers of the Company for the compulsory Purchase of Land for the Purposes of the original Main Line shall not be exercised after the Twenty-ninth Day of *July* One thousand eight hundred and fifty-eight.

As to Com-
munications
with the
London and
South-west-
ern Railway.

LIII. All Communications between the original Main Line and the *London and South-western* Railway, and all Openings in the Rails of the *London and South-western* Railway, and all Works at or near to the Junction by the recited Act authorized with that Line of Railway, which may be agreed on between the Company and the *London and South-western* Railway Company for the Reception, Accommodation, and Delivery of the Traffic of the Company, and on that which is the Land of the *London and South-western* Railway Company, shall be made by the *London and South-western* Railway Company at the sole Expense of the Company and the same shall be for ever thereafter maintained and kept in good Repair by the *London and South-western* Railway Company at the joint and equal Expense of the *London and South-western* Railway Company and the Company; and all such Communications, Openings, and Works shall be made and maintained in such Manner and by such Means only as shall not in anywise injure or prejudice the *London and South-western* Railway, or the Works or Property of the *London and South-western* Railway Company, or interfere with the Traffic on that Railway, or the free and uninterrupted Use thereof by that Company; and the Amount of such first-mentioned Expense, and One equal Moiety or Half Part of such after-mentioned Expenses, may be recovered from the Company by

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by the *London and South-western* Railway Company in any Court of competent Jurisdiction.

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

Power to the *London and South-western* Railway Company to erect Signals, &c.

LV. No Land belonging to the *London and South-western* Railway Company shall be taken by the Company without the Consent in Writing of the *London and South-western* Railway Company under their Common Seal first had and obtained: Provided always, that the Company may purchase and take from the *London and South-western* Railway Company, and that Company shall and they are hereby required to grant in Perpetuity to the Company, an Easement or Right of using for the Purposes of the Junction by the recited Act authorized of the original Main Line with the *London and South-western* Railway, and for the Purposes of the Works and Conveniences connected with that Junction, such Parts of the Lands of the *London and South-western* Railway Company delineated on the Plans and specified in the Book of Reference respectively deposited for the Purposes of the recited Act as are necessary for those Purposes.

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

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

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

LVII. In

The Dorset Central Railway Act, 1857.

As to Span
of Bridges
on original
Main Line.

LVII. In carrying the several Roads, numbered respectively as follows on the Plans deposited for the Purposes of the recited Act, under the original Main Line, the Company may make the Bridges of the following Dimensions ; (to wit,)

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

Inclination
of a Road
on original
Main Line.

LVIII. In carrying the Road, numbered as follows on the Plans deposited for the Purposes of the recited Act, over, under, or across the original Main Line, the Company may make the Inclination of the Road such as or not steeper than the following ; (that is to say,)

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

Level Cross-
ings on
original
Main Line.

LIX. Subject to the Provisions of this Act, the Company, in making the original Main Line, may carry it, with not exceeding Two Lines of Rails, across and on the Level of the Roads respectively numbered on the Plans deposited for the Purposes of the recited Act, as follows ; (to wit,)

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

Period for
Completion
of original
Main Line.

LX. The original Main Line shall be completed by the Twenty-ninth Day of *July* One thousand eight hundred and sixty, and on the Expiration of that Period the Powers by this Act granted to the Company for executing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

LXI. Whereas

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LXI. Whereas Plans and Sections of the additional Railways, and the Works connected therewith, showing the Lines and Levels thereof respectively, and a Book of Reference thereto containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands in which the same are intended to be made, have been deposited with the respective Clerks of the Peace for the Counties of *Somerset* and *Dorset*: Therefore, subject to the Provisions of this Act, the Company may make and maintain the additional Railways, and the Works connected therewith, in the Lines and according to the Levels shown by those Plans and Sections respectively, and in the Lands delineated on those Plans and described in that Book of Reference, and may enter upon, take, and use such of those Lands as they think necessary for the Purpose.

Power to make additional Railway, and take Lands for the Purpose.

LXII. The additional Railways, and the Works connected therewith, by this Act authorized, comprise the following; (to wit,)

Additional Lines of Railway and Works authorized as herein described.

Railway No. 1. A Railway (herein-after referred to as Railway No. 1.) commencing by a Junction with the original Main Line in or near to a Field in the Parish of *Blandford Saint Mary* in the County of *Dorset*, in the Occupation of *Samuel James*, and which Field is numbered 2 in that Parish on the Plans deposited for the Purpose of the recited Act, and terminating in or near to an Orchard called "*Home Orchard*," belonging to and in the Occupation of *Samuel Worthy*, and situate in the Parish of *Temple Combe* in the County of *Somerset*:

Railway No. 2. A Railway commencing in or near the Orchard called "*Home Orchard*" in the Parish of *Temple Combe*, and terminating in that Parish in or near a Field called "*The Home Field*" alias "*Lye Close*," belonging to *Philip Richardson Peck*, and in the Occupation of *William Stay*:

Railway No. 3. A Railway (herein-after referred to as Railway No. 3.) commencing in or near the Field called "*The Home Field*" alias "*Lye Close*," in the Parish of *Temple Combe*, and terminating at a Point on the North-east Side of the authorized Line of the *Somerset Central Railway (Glastonbury to Bruton)*, and in or near a Field in the Hamlet of *Wyke Champflower* in the Parish of *Bruton* in the County of *Somerset*, in the Occupation of *John Bicknell Mullins*, and which Field is numbered 21 in that Parish on the Plans deposited for the Purposes of "*The Somerset Central Railway (Glastonbury to Bruton) Act, 1856*:"

Railway No. 4. A Railway commencing by a Junction with Railway No. 1. at the Point where that Railway is intended to terminate, and terminating by a Junction with the authorized Line of the *Salisbury and Yeovil Railway* in or near a Field

[Local.]

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numbered

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numbered 83 in the Parish of *Temple Combe* in the County of *Somerset* on the Plans of that Railway deposited for the Purposes of "The *Salisbury and Yeovil* Railway Act, 1854:"

Railway No. 5. A Railway commencing by a Junction with the Railway No. 3. at a Point where that Railway is intended to commence, and terminating by a Junction with the authorized Line of the *Salisbury and Yeovil* Railway in or near to the Field numbered 83 in the Parish of *Temple Combe* in the County of *Somerset* on the Plans of that Railway deposited for the Purposes of "The *Salisbury and Yeovil* Railway Act, 1854."

As to Junctions with *Salisbury and Yeovil* and *Somerset Central* Railways.

LXIII. The Railways hereby authorized to communicate with the Railways of the *Salisbury and Yeovil* Railway Company and *Somerset Central* Railway Company shall communicate therewith only at the Points marked on the said Plans for such Communications, and not otherwise or elsewhere without the Consent in Writing of those Companies respectively; and all Communications between the Railways hereby authorized and the Railways of the *Salisbury and Yeovil* Railway Company and the *Somerset Central* Railway Company shall be effected in a substantial and workmanlike Manner, by means of Connexion Rails and Points of the Construction and laid in the Manner most approved from Time to Time and to the reasonable Satisfaction of the Engineers for the Time being of the *Salisbury and Yeovil* Railway Company and the *Somerset Central* Railway Company respectively.

Provision as to Expense of Junction.

LXIV. The Expense of making all the Communications hereby authorized with the Railway of the *Salisbury and Yeovil* Railway Company, and of all necessary Openings in the Rails thereof respectively, shall be borne and paid by the Company; and the Expense of all other Works which may from Time to Time be requisite for altering, amending, repairing, and maintaining such Communications, Rails, and Points, and of watching, regulating, and adjusting the same, and the Passage of the Traffic there, shall be borne and paid, as regards the Junction of the Railway Number 4, by the Company, and as regards the Junction of the Railway Number 5 by the Company and the *Salisbury and Yeovil* Railway Company in equal Proportions; and all such Communications, Openings, and other Works shall not only be in the first instance made and done, but also shall from Time to Time be altered, amended, repaired, and maintained, to the reasonable Satisfaction of the Engineer for the Time being of the *Salisbury and Yeovil* Railway Company, and so as not to prejudice or injure that Company, or impede, obstruct, or interfere with the free, uninterrupted, and safe Passage along their Railway; and the Control and Management of all such Communications, Openings, and other Works shall

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shall be and the same is hereby vested in the *Salisbury and Yeovil Railway Company*.

LXV. Notwithstanding anything in this Act contained, it shall not be lawful for the Company, or any other Company or Persons acting under or in execution of this Act, without the Consent of the *Salisbury and Yeovil Railway Company*, the *Great Western Railway Company*, and the *Somerset Central Railway Company* respectively, under their respective Common Seals, either permanently or temporarily, to enter upon or use any of the Lands or Property of those Companies respectively, or of either of them, or which they are respectively authorized to purchase or take, or in any Manner to alter, vary, or interfere with their Railways respectively, or any of the Works appertaining thereto respectively, saving only for the Purpose of constructing the Railways and effecting the Communications by this Act authorized.

Works, &c. of Salisbury and Yeovil, Great Western, and Somerset Central Companies not to be interfered with without Consent.

LXVI. The Powers of the Company for the compulsory Purchase of Lands for the additional Railways by this Act authorized shall be limited as follows, *viz.*, in respect of Numbers 3 and 5 of those Railways to Two Years, and in respect of Numbers 1, 2, and 4 of those Railways to Three Years, from the passing of this Act; and at the Expiration of those respective Periods the Powers by this Act granted for exercising the same shall cease.

Powers for compulsory Purchases limited.

LXVII. In carrying the several Roads, numbered respectively on the Plans deposited for the Purposes of this Act as follows, over or under the additional Railways, the Company may make the Bridges of the following Dimensions; (to wit,)

As to Span of Bridges on additional Railways.

No. on Plan.	Description of Road.	Parish.	Height.	Span.
21	Turnpike Road -	Langton Long Blandford	16	30
35	Public Road -	Stourpaine - - -	15	20
40	Public Road -	Shilling Okeford - -	15	20
13	Turnpike Road -	Wincanton - - -	16	30
33	Turnpike Road -	Wincanton - - -	15	30
91 } 2 }	Turnpike Road {	Wincanton - - - } Charlton Musgrave - }	16	25
5	Turnpike Road -	Bruton - - -	16	25
4	Turnpike Road -	Pitcombe - - -	16	30
88	Turnpike Road -	Pitcombe - - -	16	30
105	Public Road -	Pitcombe - - -	15	20
113	Public Road -	Pitcombe - - -	15	20

LXVIII. In carrying the Roads, numbered as follows on the Plans deposited for the Purposes of this Act, over, under, or across the additional Railways, the Company may make the Inclination of

Inclination of Roads on additional Railways.

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of those Roads such as or not steeper than the following; (that is to say,)

No. on Plan.	Parish.	Inclination.
53	Blandford Forum - -	1 in 13
27	Blandford Forum - -	1 in 13
15	Stourpaine - - -	1 in 11
82	Stalbridge - - -	1 in 15
41	Hentsridge - - -	1 in 20
91	Hentsridge - - -	1 in 15
91	Wincanton - - -	1 in 15
2	Charlton Musgrave - -	
88	Pitcombe - - -	1 in 14
113	Pitcombe - - -	1 in 6
6	Temple Combe - - -	1 in 15
10	North Cheriton - -	1 in 15

Level Crossings on additional Railways.

LXIX. Subject to the Provisions of this Act, the Company, in making the additional Railways, may carry them, with not exceeding Two Lines of Rails, across and on the Level of the several Roads numbered respectively on the Plans deposited for the Purposes of this Act as follows; (to wit,)

Parish.	No. on Plan.	Description of Road.
Stalbridge - - -	51	Public Road.
Stalbridge - - -	68	Public Road.
Hentsridge - - -	7	Public Road.
Hentsridge - - -	15	Public Road.
Hentsridge - - -	27	Public Road.
Hentsridge - - -	70	Public Road.
Horsington - - -	10	Public Road.
Horsington - - -	38	Public Road.
Bruton - - -	18	Public Road.
Hentsridge - - -	91	Public Road.

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

LXX. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or a Lodge at the Points where the original Main Line and the additional Railways cross any of the Roads in that Behalf specified in this Act 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 those Roads on the Level, or with regard to the Speed at which Trains shall pass those Roads, as are from Time to Time made by the Board of Trade; 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 Rule or Regulation, they shall for every

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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 continues after such Penalty of Twenty Pounds is incurred.

LXXI. The Board of Trade, if it appear to them necessary for the public Safety, at any Time, either before or after the original Main Line and the additional Railways are 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 any of those Roads either under or over the original Main Line and the additional Railways by means of a Bridge or Arch in lieu of crossing the same on the Level, and to execute such other Works as under the Circumstances of the Case appear to the Board of Trade the best adapted for removing or lessening the Danger arising from any such level Crossing.

Board of Trade may require a Bridge in lieu of Level Crossings.

LXXII. The Periods for the Completion of the additional Railways by this Act authorized shall be limited as follows, *videlicet*, in respect of Numbers 3 and 5 of those Railways to Three Years, and in respect of Numbers 1, 2, and 4 of those Railways to Five Years, from the passing of this Act; and at the Expiration of those respective Periods the Powers by this Act granted to the Company for executing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Period for Completion of additional Railways.

LXXIII. 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, the Sum of Twenty-four thousand and twenty Pounds has been deposited with the Court of Chancery in respect of the Application to Parliament for this Act, which said Sum was One Tenth Part of Three Fourths of the Estimate of the Expense of the additional Railways by this Act authorized: And whereas, inasmuch as since the said Sum was deposited the Estimate of the Expense of the additional Railways by this Act authorized has been reduced to the Sum of Two hundred and seventy thousand Pounds, One Tenth Part of Three Fourths of the Amount whereof is the Sum of Twenty thousand two hundred and fifty Pounds: Therefore, notwithstanding anything contained in that Act, Chapter Twenty, that Sum of Twenty thousand two hundred and fifty Pounds, Part of the said Sum of Twenty-four thousand and twenty Pounds so deposited in respect of the Application for this Act, or the Interest 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 Survivors or Survivor of them, unless the Company, before the Expiration of the Period by

Bond for securing Completion of additional Railways.

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this Act limited for Completion of the additional Railways by this Act authorized, either open those Railways 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 additional 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 that additional Capital; and if that Period expire before the Company either open the additional Railways for the public Conveyance of Passengers, or give such Proof to the Satisfaction of the Board of Trade, the Sum of Twenty thousand two hundred and fifty Pounds, Part of the said Sum of Twenty-four thousand and twenty Pounds so deposited, and the Interest thereof, shall immediately 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 Twenty thousand two hundred and fifty 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 Twenty thousand two hundred and fifty Pounds if the Company do not, within the Time limited for the Completion of the additional Railways, either open the additional Railways 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 additional 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 additional Capital, and if such Bond be deposited with that Solicitor, then that deposited Sum of Twenty thousand two hundred and fifty Pounds, and the Interest 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 a Certificate of this Act having passed, anything in that Act, Chapter Twenty, to the contrary notwithstanding; and the Moneys recovered upon such Bond shall be dealt with in like Manner as that deposited Sum of Twenty thousand two hundred and fifty Pounds 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.

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LXXIV. Notwithstanding anything in this Act contained, the High Court of Chancery may and shall at any Time after the passing of this Act, on Application by the Company or on their Behalf, by Petition in a summary Way, order that the Sum of Three thousand seven hundred and seventy Pounds, or the Stock or Funds in which the same may be invested, and the Dividends or Interest thereon, being Part of the said Sum of Twenty-four thousand and twenty Pounds so deposited with the Court of Chancery pursuant to the Act of the Ninth Year of Her Majesty, Chapter Twenty, in respect of the Application to Parliament for this Act, be transferred and paid to the Company or to such Person or Persons as the Company may appoint in that Behalf; and that upon such Order being made the said Sum of Three thousand seven hundred and seventy Pounds, or the Stock or Funds in which the same may be invested, and the Dividends or Interest thereon, shall be transferred and paid to the Company, or to such Person or Persons as the Company shall appoint.

Court of Chancery to order transfer to Company of Moneys in respect of reduced Estimate.

LXXV. 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.

Subscription Contract to be valid.

LXXVI. The original Main Line, and the additional Railways by this Act authorized, and the Works and Conveniences thereof respectively, shall together form the Railway of the Company, and be called the *Dorset Central Railway*.

Original and additional Railways to form the Dorset Central Railway.

LXXVII. The original Main Line and the additional Railways shall be made, maintained, and worked upon the same Gauge as the Line of the *London and South-western Railway*.

Gauge of Railway.

LXXVIII. The Company may purchase by Agreement for the extraordinary Purposes mentioned in the "Railways Clauses Consolidation Act, 1845," any Quantity of Land not exceeding Fifteen Acres.

Lands for extraordinary Purposes.

LXXIX. The Company may demand and take any Tolls for the User of the Railways by this and the recited Act authorized, not exceeding the following; (to wit,)

Tolls.

With respect to all Goods conveyed on the Railways by this and the recited Act authorized, or any Part thereof, and included within the following Classes:

Tonnage on Goods.

Class One. For all Coals, Coke, Culm, Charcoal, and Cinders, Compost, Dung, and all Sorts of Manure, Lime and Limestone,

or

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or all undressed Materials for the Repair of Roads and Highways, and all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other like Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, One Penny Halfpenny a Ton a Mile :

And if conveyed in Carriages belonging to the Company, an additional Three Farthings a Ton a Mile :

And if propelled by an Engine belonging to the Company, a further Three Farthings a Ton a Mile :

Class Two. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, Threepence a Ton a Mile :

And if conveyed in Carriages belonging to the Company, an additional One Penny a Ton a Mile :

And if propelled by an Engine belonging to the Company, a further One Penny a Ton a Mile :

Class Three. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, Fourpence a Ton a Mile :

And if conveyed in Carriages belonging to the Company, an additional One Penny a Ton a Mile :

And if propelled by an Engine belonging to the Company, a further One Penny a Ton a Mile :

Class Four. 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), Threepence a Mile :

And if the Carriage be conveyed on a Truck or Platform belonging to the Company, an additional One Penny Halfpenny a Mile :

And if propelled by an Engine belonging to the Company, a further One Penny Halfpenny a Mile :

And for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton which the Carriage weighs, an additional One Penny Halfpenny a Mile :

Tolls for
Animals.

With respect to all Animals conveyed in or upon Carriages on the Railways by this and the recited Act authorized, or any Part thereof, and included within the following Classes :

Class Five. For every Horse, Mule, Ass, or other Beast of Draught or Burden, Twopence a Mile :

And if conveyed in or upon any Carriage belonging to the Company, an additional One Penny a Mile :

And if propelled by an Engine belonging to the Company, a further One Penny a Mile :

Class

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Class Six. For every Ox, Cow, Bull, or Neat Cattle, One Penny Halfpenny a Mile :

And if conveyed in any Carriage belonging to the Company, an additional Three Farthings a Mile :

And if propelled by an Engine belonging to the Company, a further Three Farthings a Mile :

Class Seven. For every Calf or Pig, Sheep, Lamb, or other small Animal, One Penny a Mile, provided Six at least be carried :

And if conveyed in or upon any Carriage belonging to the Company, an additional One Halfpenny a Mile :

And if propelled by an Engine belonging to the Company, a further One Halfpenny a Mile :

With respect of Passengers conveyed in Carriages on the Railways by this and the recited Act authorized, or any Part thereof :

Tolls for Passengers.

For every Person, Twopence a Mile :

And if conveyed in or upon any Carriage belonging to the Company, an additional One Halfpenny a Mile :

And if propelled by an Engine belonging to the Company, a further One Halfpenny a Mile.

LXXX. The following Regulations apply to the fixing of the Tolls ; (to wit,)

Regulations as to the Tolls.

For Goods, Animals, or Persons conveyed on the Railways by this and the recited Act authorized for a less Distance than Four Miles the Company may demand and take Tolls as for Four Miles :

For a Fraction of a Ton the Company may demand Toll according to the Number of Quarters of a Ton in the Fraction, and if there be a Fraction of a Quarter of a Ton the 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 Forty Cubic Feet of any other Timber, shall be deemed One Ton in Weight, and so in proportion for any smaller Weight :

With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls by this Act prescribed, the Company may demand and take the Tolls following ; (to wit,) for the Carriage of small Parcels on the Railways by this and the recited Act authorized, or any Part thereof :

Tolls for small Parcels and single Articles of great Weight.

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

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

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For

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

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

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

Provided, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but that Term applies only to single Parcels in separate Packages :

For the Carriage of any One Boiler or Cylinder, or any One Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, exceeds Four Tons, but does not exceed Eight Tons, the Company may demand and take any Sum not exceeding One Shilling a Ton a Mile :

And if conveyed in or upon a Carriage belonging to the Company, an additional Sum not exceeding Fourpence a Ton a Mile :

And if propelled by an Engine belonging to the Company, a further Sum not exceeding Threepence a Ton a Mile :

For the Carriage of any single Article, the Weight of which, with the Carriage, exceeds Eight Tons, the Company may demand and take any Sum they think fit.

Passengers
Luggage.

LXXXI. Every Passenger travelling on the Railway by this and the recited Act authorized 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
Charges for
Goods and
Animals.

LXXXII. The maximum Rate of Charge to be made by the Company for the Conveyance of Goods and Animals on the Railways by this and the recited Act authorized, including the Tolls for the User of such Railways, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following :

For Goods within Class One, Threepence a Ton a Mile :

For Goods within Class Two, Fivepence a Ton a Mile :

For Goods within Class Three, Sixpence a Ton a Mile :

For

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For any Carriage within Class Four, if not weighing more than One Ton, Sixpence a Mile; if weighing more than One Ton, for every Quarter of a Ton or Fraction of a Quarter of a Ton above One Ton, Threepence Halfpenny a Mile:

For every Animal within Class Five, Fourpence a Mile:

For every Animal within Class Six, Threepence a Mile:

For every Animal within Class Seven, Twopence a Mile.

LXXXIII. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers on the Railways by this and the recited Act authorized, including the Tolls for the User of such Railways, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following:

Maximum
Rate of
Charges for
Passengers.

For every Passenger conveyed in a First-class Carriage, Threepence a Mile:

For every Passenger conveyed in a Second-class Carriage, Twopence a Mile:

For every Passenger conveyed in a Third-class Carriage, Three Halfpence a Mile.

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

Restric-
tion as to
Charges not
to apply to
Special
Trains.

LXXXV. Nothing in this Act contained shall 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 the Goods, either by reason of any special Service performed by the Company in relation thereto, or with respect to the Conveyance of any Goods other than small Parcels by Passenger Trains, or with respect to the Conveyance of small Parcels by Express Trains.

Company
may take
increased
Charges by
Agreement.

LXXXVI. The *London and South-western* and the *Salisbury and Yeovil* Railway Companies respectively may subscribe for and hold Shares in the additional Railways by this Act authorized, and may apply for that Purpose any Moneys already in their respective Possession or Control, and which are not required for the Purposes of any Act or Acts relating to those Companies respectively: Provided always, that the Amount of Subscription from each Company shall not exceed Fifty thousand Pounds.

Power for
the London
and South-
western and
the Salisbury
and Yeovil
Companies
to subscribe:

LXXXVII. Pro-

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Sanction of
Share-
holders.

LXXXVII. Provided always, That no such Application of Money by those Companies respectively shall take place unless it be sanctioned by Three Fifths of the Shareholders present at a Special General Meeting of such Companies respectively.

Subscribing
Companies
may appoint
Persons to
vote.

LXXXVIII. So long as those respective Companies hold by themselves or their Nominees Shares in the Company the said Companies from Time to Time may respectively appoint any Person (whether a Shareholder in the Company or not) to vote on their Behalf at Meetings of the Company, and from Time to Time may revoke such Appointments, and appoint another Person in that Behalf; and such Person shall, during his respective Appointment, have the same Right of voting at such Meetings as he would have if the Shares in the Company from Time to Time held by the same respective Company, or their Nominees, were held by such Person in his own Right.

Appoint-
ment of such
Persons, &c.

LXXXIX. Provided always, That every such Appointment or Revocation shall be in Writing under the Hand of the Chairman from Time to Time of the Directors of the same respective Company: Provided also, that the Persons so appointed shall not be entitled, on behalf of those Companies respectively, to vote at any Meeting of the Company on any Question touching the Election or the Increase or Reduction of the Number of Directors.

Agreements
between
Company
and London
and South-
western,
Salisbury
and Yeovil,
and Somerset
Central
Railway
Companies.

XC. The Company on the one hand, and the *London and South-western*, the *Salisbury and Yeovil*, and the *Somerset Central* Railway Companies, or any or either of them, on the other hand, from Time to Time may enter into Agreements with respect to the following Purposes; (to wit,)

Firstly. The Maintenance, Working, User, and Management by those Companies, or any of them, of the additional Railways, and the Stations, Works, and Conveniences thereof, or any Part thereof:

Secondly. The Working and Management by those Companies, or any of them, of the Traffic on the additional Railways or any Part thereof:

Thirdly. The Apportionment of the Tolls, Rates, and Charges to be demanded and taken by those Companies, or any of them, for the User of the additional Railways, or any Part thereof:

Fourthly. All Matters incidental to any of those Purposes.

Joint Com-
mittee for
Purposes of
Agreements.

XCI. The Companies Party to any such Agreement may by any such Agreement appoint a joint Committee, composed of such Number of the Directors of the Companies Party thereto as they think proper, and from Time to Time may alter, vary, and renew any such joint

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joint Committee as Occasion requires, and may regulate the Proceedings of the joint Committee, and may respectively delegate to the joint Committee all such Powers as are necessary for carrying into effect the Purposes of any such Agreement, and every such joint Committee so appointed shall have and may exercise the Powers so from Time to Time delegated to them, in like Manner as the same might be had and exercised by those Companies respectively, or their respective Directors.

XCII. The Company and the *London and South-western* Railway Company may enter into Working Contracts and Arrangements with respect to the original Main Line, and any such Working Contracts and Arrangements respectively between the Company and the *London and South-western* Railway Company may be upon such Terms and Conditions whatsoever with respect to the providing by the *London and South-western* Railway Company of Engines and Carriages, Plant, Stock, and Services for such Working of the original Main Line, or any Part thereof, and with respect to the Conduct and Regulation of the Traffic on the original Main Line, or on any Part thereof respectively, and with respect to the Collection, Division, Apportionment, and Application of the Tolls, Rates, and Charges to be demanded and taken for such Traffic, or any Part thereof, and with respect to the Compensation to be made by either of those Companies to the other of them for such Purposes, or any of them, and with respect to any other Matters in connexion with such Working, as those Two Companies mutually agree on.

Terms of Agreement as to original Main Line between Company and South-western Company.

XCIII. Any Agreement under this Act between the Company on the one hand, and the *London and South-western* Railway Company on the other hand, relating to the original Main Line, and any Agreement under this Act between the Company on the one hand, and the *London and South-western*, the *Salisbury and Yeovil*, and the *Somerset Central* Railway Companies, or any or either of them, on the other hand, relating to the additional Railways, shall be subject to the Approval of the Board of Trade; and no such Agreement shall in any Manner increase or diminish, alter or affect, any of the Tolls, Rates, or Charges which the Companies Party thereto are from Time to Time respectively authorized and entitled to demand or take from any Person; but all other Persons shall, notwithstanding any such Agreement, be entitled to the User and Benefit of the Railways to which the Agreement relates, on the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as if such Agreement were not entered into.

Conditions of such Agreements.

The Dorset Central Railway Act, 1857.

Approval
by Share-
holders.

XCIV. No such Agreement shall have any Operation or Effect unless and until it be submitted to and approved by not less than Three Fifths of the Votes of the Shareholders present, personally or by Proxy, at a Meeting of each Company Party thereto specially convened for the Purpose.

Notice of
Meeting for
such Ap-
proval.

XCV. The Meeting shall be called by Advertisements inserted once in each of Two successive Weeks in a Morning Newspaper published in *London*, and in some Newspaper published in *Dorsetshire* or *Somersetshire*, or in the Town and County of the Town of *Poole*, the last of which Advertisements shall be published not less than Seven Days before the Day of such Meeting, and also by Circular addressed to every Shareholder entitled to vote at Meetings of the Company, to be served in manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices required to be served by the Company on their Shareholders.

Agreements
between
Companies
may be
modified by
Board of
Trade.

XCVI. Provided always, That if at the Expiration of Ten Years from the making or the Modification of any such Agreement, either with respect to the original Main Line or to the additional Railways by this Act authorized, the Board of Trade be of opinion that the public Interests are injuriously affected by any of the Terms or Conditions thereof, the Board of Trade may require the Companies, Party thereto, to modify the Terms and Conditions of the Agreement in such Manner as the Board of Trade think necessary for removing such public Injury.

Saving
Rights of
Companies.

XCVII. Provided always, That, except as is by this Act expressly provided, this Act or anything therein shall not take away, lessen, alter, or prejudice any of the Estates, Rights, Interests, Powers, Privileges, or Authorities of the *London and South-western*, the *Salisbury and Yeovil*, the *Great Western*, and the *Somerset Central Railway Companies*.

Railways not
exempt from
Provisions of
present and
future Ge-
neral Acts.

XCVIII. This Act or anything therein shall not exempt the Railways by the recited Act and this Act authorized from the Provisions of any General Act relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies respectively, 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 and of Tolls for small Parcels by this Act respectively authorized.

XCIX. All

The Dorset Central Railway Act, 1857.

XCIX. All the Costs, Charges, and Expenses of and incidental to the obtaining and passing of this Act shall be paid by the Company. Expenses of Act.

LONDON:

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