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# VICTORIÆ REGINÆ.

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## *Cap. c.*

An Act for making a Railway from the *Wycombe* Branch of the *Great Western* Railway to *Great Marlow* in the County of *Buckingham*; and for other Purposes. [13th July 1868.]

**W**HEREAS the making and maintaining of a Railway from the *Wycombe* Branch of the *Great Western* Railway to *Great Marlow* in the County of *Buckingham* would be of public and local Advantage: And whereas the Persons herein-after named, with others, are willing, at their own Expense, to carry the said Undertaking into execution, if authorized so to do, and are desirous of being incorporated into a Company for that Purpose: And whereas Plans and Sections of the proposed Railway showing the Line and Levels thereof and the Lands which may be taken for the Purposes of this Act, and also Books of Reference to the Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands, have been deposited with the Clerk of the Peace for the County of *Buckingham*, and those Plans, Sections, and Books of Reference are in this Act referred to as the deposited Plans, Sections, and Books of Reference: And whereas the Objects of this Act cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that

[Local.]

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it

*The Great Marlow Railway Act, 1868.*

it may be enacted, and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

Short Title.

1. This Act may be cited for all Purposes, as "*The Great Marlow Railway Act, 1868.*"

8 & 9 Vict.  
cc. 16. 18.  
& 20.,  
23 & 24 Vict.  
c. 106., and  
26 & 27 Vict.  
cc. 92. & 118.  
incorporated.

2. "The Companies Clauses Consolidation Act, 1845," and Part I. (relating to Cancellation and Surrender of Shares) and Part III. (relating to Debenture Stock) of "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts (Amendment Act), 1860," "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to Construction of a Railway) of "The Railways Clauses Act, 1863," are (except where expressly varied by this Act) incorporated with and form Part of this Act.

Interpreta-  
tion of  
Terms.

3. In this Act the several Words and Expressions, to which Meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective Meanings, unless there be something in the Subject or Context repugnant to or inconsistent with such Construction; the Expression "the Company" means the Company incorporated by this Act; the Expression "the Railway" or "the Undertaking" means the Railway by this Act authorized; the Expression "Superior Courts" or "Courts of competent Jurisdiction" or any other like Expression in this Act or any Act wholly or partially incorporated herewith shall be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute.

Company in  
incorporated.

4. *James Carson, Peter Borgnis, Thomas Owen Wethered, Owen Peel Wethered, James Rolls, Thomas Rolls, Robert Fottit,* and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, or Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway to be called "*the Great Marlow Railway,*" and for other the Purposes of this Act, and for those Purposes shall be incorporated by the Name of "*the Great Marlow Railway Company,*" and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and with Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes of this Act.

5. Subject

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5. Subject to the Provisions of this Act, the Company may make and maintain in the Line and according to the Levels shown on the deposited Plans and Sections the Railway herein-after described, with all proper Stations, Approaches, Works, and Conveniences connected therewith, and may enter upon, take, and use such of the Lands delineated on the said Plans and described in the deposited Books of Reference as may be required for that Purpose. The Railway herein-before referred to and authorized by this Act is,—

A Railway Two Miles Six Furlongs Five Chains and Twenty-three Links in Length, commencing in the Parish of *Wooburn* in the County of *Buckingham* by a Junction with the *Wycombe* Branch of the *Great Western* Railway, and terminating in the Parish of *Great Marlow* in the said County.

6. The Capital of the Company shall be Eighteen thousand Pounds in One thousand eight hundred Shares of Ten Pounds each.

7. The Company shall not issue any Share created under the Authority of this Act, nor shall any Share vest in the Person accepting the same, unless and until a Sum not being less than One Fifth of the Amount of such Share shall have been paid in respect thereof.

8. One Fifth of the Amount of a Share shall be the greatest Amount of a Call, and Two Months at the least shall intervene between successive Calls, and Three Fourths of the Amount of a Share shall be the utmost aggregate Amount of the Calls made in any Year upon any Share.

9. Subject to the Provisions of this Act, the Company, with the Authority of Three Fourths of the Votes of the Shareholders present in person or by proxy at a General Meeting of the Company specially convened for the Purpose, may from Time to Time divide any Share in their Capital into Half Shares, of which one shall be called "Preferred Half Share," and the other shall be called "Deferred Half Share:" Provided always, that the Company shall not divide any Share under the Authority of this Act unless and until not less than Sixty *per Centum* upon such Share has been paid up, and upon every such Division Fifty *per Centum* upon the entire Share shall be carried to the Credit of the Deferred Half Share (being the whole Amount payable thereon), and the Residue to the Credit of the Preferred Half Share.

10. The Dividend which would from Time to Time be payable on any divided Share if the same had continued an entire Share shall

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

Capital.

Shares not to  
issue until  
One Fifth  
paid up.

Calls.

Power to  
divide  
Shares.

Dividends on  
Half Shares.

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shall be applied in Payment of Dividends on the Two Half Shares in manner following; (that is to say) first in Payment of Dividend after such Rate not exceeding Six per Centum per Annum as shall be determined at a General Meeting of the Company specially convened for the Purpose on the Amount for the Time being paid up on the Preferred Half Share, and the Remainder, if any, in Payment of Dividend on the Deferred Half Share, and the Company shall not pay any greater Amount of Dividend on the Two Half Shares than would have from Time to Time been payable on the entire Share if the same had not been divided.

Dividend on Preferred Shares to be paid out of the Profits of the Year only.

11. Each Preferred Half Share shall be entitled, out of the Profits of each Year, to the Dividend which may have been attached to it by the Company as aforesaid, in priority to the Deferred Half Share bearing the same Number, but if in any Year ending the Thirty-first Day of December there shall not be Profits available for the Payment of the full Amount of Dividend on any Preferred Half Share for that Year, no Part of the Deficiency shall be made good out of the Profits of any subsequent Year, or out of any other Funds of the Company.

Half Shares to be registered, and Certificates issued.

12. Forthwith after the Creation of any Half Shares the same shall be registered by the Directors, and each Half Share shall bear the same Number as the Number of the entire Share Certificate in respect of which it was issued; and the Directors shall issue Certificates of the Half Shares accordingly, and shall cause an Entry to be made in the Register of the entire Shares of the Conversion thereof: Provided always, that the Directors shall not be bound to issue a Certificate of any Half Share until the Certificate of the existing Share be delivered to them to be cancelled, unless it be shown to their Satisfaction that the Certificate is destroyed or lost, and on any such Certificate being so delivered up the Directors shall cancel it.

Terms of Issue to be stated in Certificates.

13. The Terms and Conditions on which any Preferred Half Share or Deferred Half Share created under this Act is issued shall be stated on the Certificate of each such Half Share.

Forfeiture of Preferred Shares.

14. The Provisions of "The Companies, Clauses, Consolidation Act, 1845," with respect to the Forfeiture of Shares for Nonpayment of Calls, shall apply to all Preferred Half Shares to be created under the Authority of this Act, and every such Preferred Half Share shall for that Purpose be considered a whole Share, distinct from the corresponding Deferred Half Share: Provided always, that until any forfeited

Forfeiture of Preferred Shares.

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forfeited Preferred Half Share shall be sold by the Directors of the Company all Dividends which would be payable thereon if the same had not been forfeited shall be applied in or towards Payment of any Expense attending the Declaration of Forfeiture thereof, and of the Arrears of Calls for the Time being due thereon, with Interest;

15. No Preferred Half Share created under the Authority of this Act shall be cancelled or be surrendered to the Company.

Preferred Shares not to be cancelled, &c.

16. The several Half Shares under this Act shall be Half Shares in the Capital of the Company, and every Two Preferred or Deferred Half Shares held by the same Person shall confer such Right of voting at Meetings of the Company, and (subject to the Provisions herein-before contained) shall confer and have all such other Rights, Qualifications, Privileges, Liabilities, and Incidents, as attach and are incident to an entire Share.

Half Shares to be Half Shares in Capital.

17. The Company may from Time to Time borrow on Mortgage any Sum not exceeding in the whole Six thousand Pounds, and may borrow the same by Two Instalments; that is to say, when Twelve thousand Pounds, Part of the Capital of Eighteen thousand Pounds, is subscribed for, and One Half thereof is paid up, the Company may borrow the Sum of Four thousand Pounds; and when the Residue of the Capital of Eighteen thousand Pounds is subscribed for, and One Half thereof is paid up, the Company may borrow the further Sum of Two thousand Pounds; but no Part of any such Sum shall be borrowed until in each Case the Company have proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," (before he so certifies,) that the whole of the Capital in respect of which such borrowing Power is to be exercised has been issued and accepted, and that One Half thereof has been paid up, and that not less than One Fifth Part of the Amount of each separate Share has been paid on account thereof before or at the Time of the Issue or Acceptance thereof, and that such Capital was issued *bond fide*, and is held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same; and upon Production to such Justice of the Books of the Company, and of such other Evidence as he shall think sufficient, he shall grant his Certificate that the Proof aforesaid has been given him, which Certificate shall be sufficient Evidence thereof.

Power to borrow on Mortgage.

18. The Mortgagees of the Company may enforce Payment of Arrears of Interest or Principal, or Principal and Interest, due on

Arrears may be enforced by Appointment of Receiver.

[Local.]

The Great Northern Railway Act, 1868.

their Mortgages, by the Appointment of a Receiver; and in order to authorize the Appointment of a Receiver in respect of Principal, or Principal and Interest, the Amount owing to the Mortgagees by whom the Application for a Receiver shall be made shall not be less than One thousand Pounds in the whole.

Debenture Stock.

19. The Company may create and issue Debenture Stock:

Application of Monies.

20. All Monies raised under this Act, whether by Shares, Debenture Stock, or borrowing, shall be applied for the Purposes of this Act only.

First and subsequent Meetings.

21. The First Ordinary Meeting of the Company shall be held within Twelve Months next after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held twice in every Year, in the Months of February or March, and August or September, as the Directors may appoint.

Quorum of General Meetings.

22. The Quorum of General Meetings of the Company shall be Six Shareholders present personally or by proxy, holding in the aggregate not less than One thousand Pounds in the Capital of the Company.

Number of Directors.

23. The Number of the Directors shall be Seven, but it shall be lawful for the Company from Time to Time to reduce the Number, provided that the Number be not less than Five.

Qualification of Directors.

24. The Qualification of a Director shall be the Possession in his Right of not less than Ten Shares of the Company.

Quorum of Directors.

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

First Directors.

26. James Carson, Peter Borgnis, Thomas Owen Wethered, Owen Peel Wethered, James Rolls, Thomas Rolls, and Robert Fottit shall be the First Directors of the Company, and shall continue in Office until the First Ordinary Meeting held after the passing of this Act; at that Meeting the Shareholders present in person or by proxy may either continue in Office the Directors appointed by this Act, or any of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being, if qualified, eligible for Re-election; and at the First Ordinary Meeting to be held in every Year after the First Ordinary Meeting the Shareholders present personally or by proxy shall (subject to the Power hereinbefore

Election of Directors.

before

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before contained for reducing the Number of Directors) elect Persons to supply the Places of the Directors then retiring from Office agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the same Act.

27. The Quantity of Land to be taken by Agreement by the Company for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed One Acre.

Lands for extraordinary Purposes.

28. 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 Three Years from the passing of this Act.

Powers for compulsory Purchases limited.

29. The Railway may be made and maintained on the Broad Gauge or the Narrow Gauge, or on both of such Gauges, as the Company think fit.

Gauge of Railway.

30. The Junction with the *Wycombe* Branch of the *Great Western* Railway shall be constructed at such Point and in such Manner as may be agreed upon between the Engineer for the Time being of the Company and the Engineer for the Time being of the *Great Western* Railway Company; and all the Provisions of "The Railways Clauses Act, 1863," with respect to Junctions, shall be applicable to the said intended Junction, and to the Acquisition of Land for and to the Works and Conveniences connected therewith or incidental thereto, and to the working and Maintenance thereof; and any Alteration of the Stations, Sidings, or Works of the *Great Western* Railway Company rendered necessary in consequence of the Construction and working of such Junction shall be made and executed by the *Great Western* Railway Company at the Expense of the Company; and in the event of any Difference between the Company and the *Great Western* Railway Company as to such Alteration, or the Expense thereof, the same shall be referred to Arbitration in the Manner provided by "The Railway Companies Arbitration Act, 1859."

Provisions as to Junction with the *Wycombe* Branch of the *Great Western* Railway.

31. Notwithstanding anything herein or in the incorporated Acts contained, it shall not be lawful for the Company, nor any Person acting under or in execution of this Act, to enter upon, occupy, or use, either permanently or temporarily, any of the Lands, Works, or Property of the *Great Western* Railway Company, or in any

Not to take Lands or interfere with Railway of *Great Western* Railway Company,

any

*The Great Marlow Railway Act, 1868.*

except for  
the Purpose  
of Junction.

any Manner to alter, vary, or interfere with their Railway or Works, without the Consent of that Company under their Common Seal, save only for the Purpose of effecting the Junction and Communication by this Act authorized.

Deposit  
Money not  
to be repaid  
until Line  
opened or  
Half the  
Capital paid  
up and  
expended.

32. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth and Tenth Years of Her present Majesty, Chapter Twenty, a Sum of Seven hundred and seventy-five Pounds, being Five *per Centum* upon Fifteen thousand four hundred and eighty-nine Pounds, the Amount of the Estimate in respect of the Railway authorized by this Act, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Sum so deposited as aforesaid in respect of the Application for this Act shall not be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid shall be applied in the Manner herein-after specified; and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid shall be sufficient Evidence of the Fact so certified, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding.

Providing  
for Applica-  
tion of  
Deposit in  
Compensa-  
tion to  
Parties  
injured.

33. The said Sum of Money deposited as aforesaid shall be applicable, and after due Notice in the *London Gazette* shall be applied, towards compensating any Landowners or other Persons whose Property may have been interfered with or otherwise rendered less valuable by the Commencement, Construction, or Abandonment of the Railway or any Portion thereof, or who may have been subjected to Injury or Loss in consequence of the compulsory Powers of



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of taking Property conferred upon the Company by this Act, and for which Injury or Loss no Compensation or inadequate Compensation shall have been paid, and shall be distributed in satisfaction of such Compensation as aforesaid in such Manner and in such Proportions as to the Court of Chancery in *England* may seem fit; and if no such Compensation shall be payable, or if a Portion of the said Sum of Money shall have been found sufficient to satisfy all just Claims in respect of such Compensation, then the said Sum of Money, or such Portion thereof as may not be required as aforesaid, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivor or Survivors of them: Provided that until the said Sum of Money shall have been repaid to the Depositors, or shall have become otherwise applicable as herein-before mentioned, any Interest or Dividends accruing thereon shall from Time to Time, and as often as the same shall become payable, be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them.

34. The Railway shall be completed within Five Years from the passing of this Act, and on the Expiration of that Period the Powers by this Act granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Period for  
Completion  
of Works.

35. The Company may demand and take in respect of the Use of the Railway any Tolls not exceeding the following; (that is to say,)

Tolls for  
Passengers  
and Animals;

In respect of Passengers and Animals conveyed on the Railway:

For every Person conveyed in or upon any Carriage, the Sum of Twopence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum of One Penny *per* Mile:

For every Horse, Mule, or other Beast of Draught or Burden, Fourpence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum of One Penny *per* Mile:

For every Ox, Cow, Bull, or Head of Neat Cattle, the Sum of Threepence *per* Head *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum of One Penny *per* Mile:

For every Calf, Pig, Sheep, Lamb, and other small Animal, Twopence each *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum of One Halfpenny *per* Mile:

[*Local.*]

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In

*The Great Marlow Railway Act, 1868.*Tolls for  
Goods.

In respect of Goods conveyed on the Railway :

For all Coals, Coke, Culm, Charcoal, Cannel, Limestone, Chalk, Lime, Salt, Sand, Fireclay, Cinders, Ashes, Dung, Compost, and all Sorts of Manure, and all undressed Materials for the Repair of public Roads or Highways, *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 One Penny :

For all Ironstone, Iron Ore, Pig Iron, Bar Iron, Rod Iron, Sheet Iron, Hoop Iron, Plates of Iron, Slabs, Billets, and Rolled Iron, Bricks, Slag, and Stone, Stones for building, pitching, and paving, Tiles, Slates, and Clay (except Fireclay), and for Wrought Iron, not otherwise specifically classed herein, and for heavy Iron Castings, including Railway Chairs, *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 One Halfpenny :

For all Sugar, Grain, Corn, Flour, Hides, Dye Woods, Earthenware, Timber, Staves, Deals, and Metals (except Iron), Nails, Anvils, Vices, and Chains, Iron Hurdles, and for light Iron Castings, *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 One Penny :

For Cotton and other Wools, Drugs, Rags, and manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* not exceeding Threepence ; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Penny :

For every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform belonging to the Company, not exceeding Sixpence *per Mile* ; and One Penny Halfpenny *per Mile* for every additional Quarter of a Ton which any such Carriage may weigh.

Tolls for  
propelling  
Power.

**36.** The Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed One Penny *per Mile* for each Passenger or Animal, or for each Ton of Goods, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Regulations  
as to Tolls.

**37.** The following Provisions and Regulations shall apply to the fixing of all Tolls and Charges under this Act ; (that is to say,)

For all Passengers, Animals, or Goods conveyed on the Railway for a less Distance than Three Miles the Company may demand Tolls and Charges as for Three Miles :

For

*The Great Marlow Railway Act, 1868.*

For a Fraction of a Ton the Company may demand Tolls according to the Numbers of the Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton :

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupoise Weight :

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

**38.** With respect to small Parcels not exceeding Five hundred Pounds in Weight, and single Articles of great Weight, notwithstanding the Rates prescribed by this Act, the Company may demand and take any Tolls not exceeding the following ; (that is to say,)

Tolls for small Parcels and single Articles of great Weight.

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

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

For any Parcel exceeding Seven Pounds and not exceeding Fourteen Pounds in Weight, Fivepence :

For any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, Sevenpence :

For any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, Ninepence :

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

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

For the Carriage of single Articles of great Weight :

For the Carriage of any Iron Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand any such Sum as they think fit, not exceeding Sixpence *per Ton per Mile* :

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

**39.** 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 for Carriages and locomotive Power,

Maximum Rates for Passengers.

The Great Marlborough Railway Act, 1868

Power, and every other Expense incidental to such Conveyance, shall not exceed the following; (that is to say,)

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

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

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

Maximum Rates for Animals and Goods.

40. The maximum Rate of Charge to be made by the Company for the Conveyance of Animals and Goods on the Railway, including the Tolls for the Use of the Railway, and for Waggons or Trucks or locomotive Power, and every other Expense incidental to the Conveyance (except a reasonable Charge for loading and unloading Goods at any Terminal Station in respect of such Goods, and for Delivery and Collections, and any other Service incidental to the Business or Duty of a Carrier where any such Service is performed by the Company), shall not exceed the following Sums; (that is to say,)

For every Horse, Mule, or other Beast of Draught or Burden, Fourpence per Mile;

For Cattle, Threepence per Head per Mile;

For Calves, Pigs, Sheep, and small Animals, Twopence per Mile;

For all Coal, Coke, and other Articles herein-before classed therewith, One Penny Halfpenny per Ton per Mile;

For all Iron and other Articles herein-before classed therewith, Threepence per Ton per Mile;

For all Sugar, Grain, and other Articles herein-before classed therewith, Fourpence per Ton per Mile;

For all Cotton and other Articles herein-before classed therewith, Fivepence per Ton per Mile;

And for every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, per Mile Sixpence, and One Penny Halfpenny for every additional Quarter of a Ton Weight which such Carriage may weigh.

Passengers Luggage.

41. 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.

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42. No Station shall be considered a Terminal Station in regard to any Goods conveyed on the Railway, except such Goods have been received thereat direct from the Consignor, or are directed to be delivered thereat to the Consignee.

Terminal Station.

43. The Restrictions as to the Charges to be made for Passengers shall not extend to any Special Train run upon the Railway, in respect of which the Company may make such Charges as they think fit, but shall apply only to the Ordinary and Express Trains appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway.

Restrictions as to Charges not to apply to Special Trains.

44. Nothing in this Act shall prevent the Company from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Animals or Goods of any Description, by Agreement with the Owners or Persons in charge thereof, either by reason of any special Service performed by the Company in relation thereto, or in respect to the Conveyance of Animals or Goods (other than Parcels) by Passenger Train.

Company may take increased Charges by Agreement.

45. The Company shall not, out of any Money by this Act authorized to be raised by Calls or by borrowing, pay Interest or Dividend to any Shareholder on the Amount of Calls made in respect of the Shares held by him; provided that the Company may pay to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

Interest not to be paid out of Capital.

46. 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.

47. Nothing herein contained shall be deemed or construed to exempt the Railway from the Provisions of any General Act relating to Railways, or the better or 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 or Alteration, under the Authority of Parliament, of the Tolls for small Parcels, and the maximum Rates of Fares and Charges, by this Act authorized.

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

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Expenses of  
Act.

48. All the Costs, Charges, and Expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

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