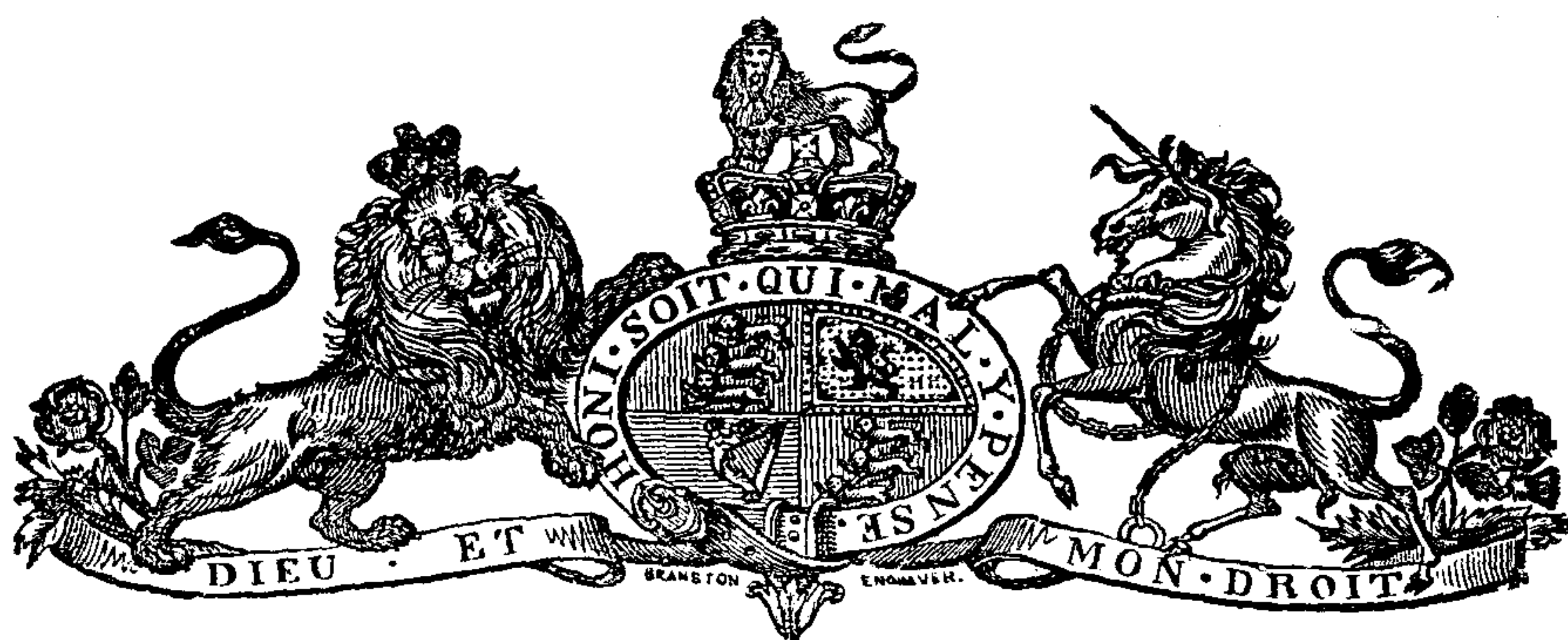




ANNO DECIMO SEPTIMO & DECIMO OCTAVO

VICTORIÆ REGINÆ.

Cap. ccxii.

An Act for making a Railway from the *Newcastle-upon-Tyne and Carlisle* Railway, at or near *Hexham* in the County of *Northumberland*, to or near the *Belling* in the Parish of *Falstone* in the same County, to be called “*The Border Counties Railway (North Tyne Section)*,” and for other Purposes. [31st July 1854.]

WHEREAS the making of a Railway from the *Newcastle-upon-Tyne and Carlisle* Railway near *Hexham* in the County of *Northumberland* to the *Belling* in the Parish of *Falstone* in that County would be of public and local Advantage: And whereas the Persons herein-after named, with others, are willing, at their own Expense, to carry such Undertaking into execution: And whereas the several Objects aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal,

[Local.] 40 A and

The Border Counties Railway (North Tyne Section) Act, 1854.

and Commons, in this present Parliament assembled, and by the Authority of the same,

Short Title. I. That in citing this Act for any Purpose it shall be sufficient to use the Expression "*The Border Counties Railway (North Tyne Section) Act, 1854.*"

8 & 9 Vict.
cc. 16. 18. &
20. incorpo-
rated. II. That "*The Companies Clauses Consolidation Act, 1845,*" "*The Lands Clauses Consolidation Act, 1845,*" and "*The Railways Clauses Consolidation Act, 1845,*" so far as the same respectively are not expressly varied by the Provisions of this Act, shall be incorporated with this Act.

Same Mean-
ings to cer-
tain Words. III. That the several Words and Expressions to which by the Acts incorporated with this Act Meanings are assigned shall have in this Act the same respective Meanings unless there be in the Subject or Context something repugnant to or inconsistent with such Construction.

Subscribers
incorporated. IV. That *William Reed, Thomas John Taylor, Thomas Barker, John Dawson Lowden, John Sharland,* and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway and Works herein-after mentioned, and for other the Purposes of this Act, and for such Purposes shall be incorporated by the Name of "*The Border Counties Railway Company,*" and by that Name shall be a Body Corporate, with perpetual Succession, and have a Common Seal, and shall have Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes but subject to the Restrictions of this Act.

Capital. V. That the Share Capital of the Company shall be Two hundred and fifty thousand Pounds, in Twelve thousand five hundred Shares of Twenty Pounds each.

Calls. VI. That Three Pounds a Share shall be the greatest Amount of a Call, and Three Months at least shall be the Interval between successive Calls, and that Three Fourths of the Amount of a Share shall be the utmost aggregate Amount of the Calls to be made in any One Year upon such Share.

Interest not
to be paid on
Calls paid
up. VII. That the Company shall not, out of any Money by this Act authorized to be raised by Calls, or by the Exercise of any Power of borrowing, pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him: Provided always, that this Act shall not prevent the Company from
paying

The Border Counties Railway (North Tyne Section) Act, 1854.

paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with "The Companies Clauses Consolidation Act, 1845."

VIII. That 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 the Company's Capital.

IX. That the Company may borrow on Mortgage or Bond any Sums not exceeding in the whole One Third Part of the Capital of the Company, but no Part thereof shall be borrowed until the whole of the Capital shall have been subscribed for, and One Half thereof paid up: Provided always, that all and every Part of the Money to be raised under the Provisions of this Act, whether by Shares or Mortgage or Bond, shall be applied only for the Purposes authorized by this Act.

Power to borrow Money on Mortgage.

X. That 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 half-yearly in the Months of *February* and *August*.

First and other Meetings.

XI. That the Number of Directors of the Company shall be Five.

Number of Directors.

XII. That the Qualification of a Director shall be the Possession in his own Right of Fifty Shares.

Qualification of Directors.

XIII. That the Directors appointed by this Act shall continue in Office until the First Ordinary Meeting held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or a new Body of Directors may be elected to supply their Places, the Directors appointed by this Act being, if qualified, eligible for Election.

Election of Directors.

XIV. That *William Reed, Thomas John Taylor, Thomas Barker, John Dawson Lowden, and John Sharland* shall be the First Directors of the Company.

First Directors of the Company.

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

Quorum.

XVI. That

The Border Counties Railway (North Tyne Section) Act, 1854.

Newspaper
for Adver-
tisements.

XVI. That the Newspaper for Advertisements shall be any Newspaper published in the County of *Northumberland* or in the Town and County of *Newcastle-upon-Tyne*.

Power to
make the
Railway ac-
cording to
deposited
Plans.

XVII. Whereas Plans and Sections of the Railway and Works, showing the Lines and Levels thereof, and also a Book of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass or be made, have been deposited with the Clerk of the Peace for the County of *Northumberland*: Therefore, subject to the Provisions of this Act, the Company may make and maintain the Railway and Works in the Lines and upon the Lands delineated on those Plans and described in that Book of Reference, and according to the Levels described on those Sections, and may enter upon, take, and use such of those Lands as they think necessary for that Purpose.

Railway and
Works.

XVIII. That the Railway and Works by this Act authorized are the following; (to wit,)

A Railway commencing by a Junction with the Main Line of the *Newcastle-upon-Tyne and Carlisle* Railway, in the Township of *Hexham* in the Parish of *Hexham* in the County of *Northumberland*, at a Point on that Main Line opposite to a certain Dwelling House or Building called "*The Spital*," and at or near to a certain Mile Post on the said *Newcastle-upon-Tyne and Carlisle* Railway indicating the Distance by that Railway from *Newcastle-upon-Tyne* to be Twenty-one Miles and Three Quarters, and terminating at or near to a certain Dwelling House or Building called "*The Belling*," belonging to his Grace the Duke of *Northumberland*, and in the Occupation of *James Hutton* and *John Thompson*, or One of them, in the Township of *Plasbet* and *Tynehead* in the Parish of *Falstone*, in the same County.

Certain
Roads may
be crossed on
a Level.

XIX. That, subject to the Provisions of this Act, the Company may carry the Railway across and on the Level of the several Roads numbered in the Plans deposited for the Purposes of this Act as follows; (to wit,)

The Road numbered 145 in the Parish of *Chollerton*; and

The Roads numbered 2 and 14 respectively, in the Parish of *Thorneyburn*.

Company to
erect a Sta-
tion or Lodge
at Points of
crossing, and
to abide by
Rules and

XX. That 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 Railway crosses the before-mentioned Roads on the Level; and the Company shall be subject to and abide by all such Rules and Regulations with regard to the crossing of those Roads

The Border Counties Railway (North Tyne Section) Act, 1854.

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 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.

Regulations of Board Trade.

XXI. That the Board of Trade, if it appear to them necessary for the Public Safety, may at any Time, either before or after the Railway to be carried across such Roads on the Level is completed and opened for public Traffic, 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 Railway by means of a Bridge or Arch in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances of the Case shall appear to the Board of Trade best adapted for removing or diminishing the Danger arising from such level Crossings.

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

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

Regulating Inclinations of certain Roads.

Number on Plan.	Parish.	Proposed Inclination.
113	Chollerton - - -	1 in 10
135	Chollerton - - -	1 in 8
30	Bellingham - - -	1 in 12½
145 B	Bellingham - - -	1 in 9
2	Thorneyburn - - -	1 in 12
14	Thorneyburn - - -	1 in 13
50 A	Thorneyburn - - -	1 in 15
8	Falstone - - -	1 in 10

XXIII. That all Communications between the Railway and the *Newcastle-upon-Tyne and Carlisle* Railway shall be effected by means of Connexion Rails and Points of the Construction most approved, laid in the Manner most approved, and to the Satisfaction of the Engineer for the Time being of the *Newcastle-upon-Tyne and Carlisle* Railway Company.

As to Communications with Newcastle-upon-Tyne and Carlisle Railway.

XXIV. That the Expense of the Communications with the *Newcastle-upon-Tyne and Carlisle* Railway Company by this Act authorized,
[Local.] 40 B

Works to be done to the Satisfaction

The Border Counties Railway (North Tyne Section) Act, 1854.

of Engineer
of said Com-
pany.

rized, and of all requisite Works, and of all Repairs thereof, shall be paid by the Company, and such Works shall on every Occasion be done to the Satisfaction of the Engineer of the *Newcastle-upon-Tyne and Carlisle* Railway Company, and in such Manner as not to injure the *Newcastle-upon-Tyne and Carlisle* Railway.

Saving
Rights of
the said
Company.

XXV. That, except as is by this Act expressly provided, this Act or anything therein contained shall not take away, lessen, alter, or prejudice any of the Rights, Privileges, Powers, or Authorities of the *Newcastle-upon-Tyne and Carlisle* Railway Company.

Lands for
extraordi-
nary Pur-
poses.

XXVI. That the Company may purchase any Quantity of Land for extraordinary Purposes, not exceeding Thirty Acres.

Powers for
compulsory
Purchase of
Lands
limited.

XXVII. That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for
Completion
of Works.

XXVIII. That the Railway shall be completed within Five Years after 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 of the Railway as shall be then completed.

Restriction
as to Transfer
of Sum of
15,000*l.* de-
posited pur-
suant to
Standing
Orders.

XXIX. 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, Exchequer Bills to the Amount of Ten thousand Pounds, and Three *per Centum* Consolidated Bank Annuities to the Amount of Five thousand Pounds, making together the Sum of Fifteen thousand Pounds, have been deposited and transferred pursuant to the said Act in respect of the Application to Parliament for this Act, which Two Sums together make One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Undertaking authorized by this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Exchequer Bills and the said Stock so deposited and transferred as aforesaid in respect of the Application for this Act, or the Interest and Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the said Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy

The Border Counties Railway (North Tyne Section) Act, 1854.

Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the said Company shall either have opened the said 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 Exchequer Bills, and the said Stock so deposited and transferred as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*; provided, that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Fifteen thousand Pounds shall have been executed by the said Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Fifteen thousand Pounds if the said Company shall not, within the Time limited for the Completion of the said Railway, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then the said Exchequer Bills, and the said Stock, and the Interest or Dividends thereof, shall be paid and transferred 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, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Moneys to be recovered upon such Bond shall be dealt with in like Manner as the said Exchequer Bills and the said Stock, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

XXX. That

The Border Counties Railway (North Tyne Section) Act, 1854.

Tolls.

XXX. That the Company may demand and receive in respect of Passengers, and of the several Articles, Matters, and Things, and of the several Description of Animals herein-after mentioned, conveyed on the Railway or any Part thereof, whether in Carriages belonging to the Company or otherwise, any Tolls not exceeding the following; (to wit,)

For Articles
of Merchandise.

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, Ironstone and Iron Ore, and all undressed Materials for the Repair of public Roads and Highways, which shall be conveyed for a Distance of Twenty Miles or upwards, *per Ton per Mile* One Penny One Farthing :

For the like Articles, Goods, and Things which shall be conveyed a less Distance than Twenty Miles, *per Ton per Mile* One Penny Halfpenny :

For all Pig Iron not manufactured into Utensils or into other Articles or Merchandise, Pitching and Paving Stones and other Kinds of Stone, Bricks, Tiles, Draining Pipes, Slates, Clay, and Sand, which shall be conveyed for a Distance of Twenty Miles or upwards, *per Ton per Mile* Twopence :

For the like Articles, Goods, and Things which shall be conveyed for a less Distance than Twenty Miles, *per Ton per Mile* Threepence :

For all Sugar, Grain, Corn, Flour, Hides, Hemp, Dyewoods, Earthenware, Timber, Deals, Lead Ore, Metals (except Pig Iron), which shall be conveyed for a Distance of Twenty Miles or upwards, *per Ton per Mile* Threepence :

For the like Articles, Goods, and Things which shall be conveyed for a less Distance than Twenty Miles, *per Ton per Mile* Fourpence :

For all Coals, Coke, Culm, and Cinders which shall be conveyed for a Distance of Twenty Miles or upwards, *per Ton per Mile* One Penny Halfpenny :

For the like Articles, Goods, and Things which shall be conveyed for Ten Miles, but for a less Distance than Twenty Miles, *per Ton per Mile* Twopence :

For all Vitriol which shall be conveyed for a Distance of Twenty Miles or upwards, *per Ton per Mile* Sixpence :

For all Vitriol which shall be conveyed for a less Distance than Twenty Miles, *per Ton per Mile* Sixpence Three Farthings :

For all Cotton and all other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, and Things not before enumerated, which shall be conveyed for a Distance of Twenty Miles or upwards, *per Ton per Mile* Fourpence :

For the like Articles, Goods, and Things which shall be conveyed for a less Distance than Twenty Miles, *per Ton per Mile* Fourpence Halfpenny :

For

The Border Counties Railway (North Tyne Section) Act, 1854.

For every Carriage, of whatever Description, and 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, and which shall be conveyed for a Distance exceeding Sixteen Miles, *per* Mile Fivepence :

For every such Carriage which shall be conveyed for only Sixteen Miles or for a less Distance than Sixteen Miles, for the whole Distance Seven Shillings and Sixpence, and a Sum *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh, Twopence :

For every Passenger conveyed in a First-class Carriage, *per* Mile Threepence : For Passengers.

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

For every Passenger conveyed in a Third-class Carriage (except by the Government Trains), *per* Mile One Penny One Farthing :

For every Horse, Mule, Ass, or other Beast of Draught or Burthen conveyed for a Distance exceeding Sixteen Miles, *per* Mile Fivepence : For Cattle, &c.

For every such Animal which shall be conveyed for Sixteen Miles or a less Distance, for the whole Distance Six Shillings and Sixpence :

For every Ox, Cow, Bull, or Neat Cattle conveyed for a Distance exceeding Sixteen Miles, *per* Head *per* Mile, if One, Threepence, if more than One, Twopence :

For every such Animal which shall be conveyed for Sixteen Miles or a less Distance, for the whole Distance Two Shillings and Sixpence :

For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed for a Distance exceeding Sixteen Miles, *per* Head *per* Mile One Penny :

For every such Animal which shall be conveyed for Sixteen Miles, or a less Distance, for the whole Distance One Shilling and Fourpence :

Provided always, that if any Person liable to the said Tolls for a less Distance shall declare his Option to be charged for the greater Distance next in Gradation, according to the above Scale, for the like Articles and Things, such Person declaring such Option shall be charged for such greater Distance accordingly.

XXXI. Provided always, That in the said Tolls shall be included the Toll for the Use of Engines for propelling the Carriages on the said Railway, and that no further Charge than is herein-before stated shall be made by the said Railway Company for the Use of such Engines : Provided also, that nothing herein contained shall be construed to prevent the said Railway Company from charging any Tolls to include Charge for Use of Engines except for Special Trains, and loading and unloading.

[Local.]

40 C

reasonable

The Border Counties Railway (North Tyne Section) Act, 1854.

reasonable Sum for the Use of such Engines and Carriages for Special Trains, and for loading and unloading, and providing Covers for Minerals, Goods, or Articles.

As to the
fractional
Parts of a
Mile, &c.

XXXII. That the following Provisions and Stipulations shall be applicable to the fixing of all the above-mentioned Tolls; (that is to say,)

For Persons or Articles conveyed on the Railway for a less Distance than Six Miles the said Company may demand the said Tolls as for Six Miles :

For a Fraction of a Mile less than a Mile or beyond any integral Number of Miles the said Company may demand Tolls on Goods, Articles, and Merchandise for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile ; and in respect of Passengers every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile :

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

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

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

Tolls for
small Parcels
and Articles
of great
Weight.

XXXIII. And with respect to small Packages, and single Articles of great Weight, be it enacted, That, notwithstanding the Rates of Tolls herein-before prescribed, the said Company may lawfully demand and receive the Tolls following; (that is to say,)

For any Parcel not exceeding Fourteen Pounds in Weight, if carried a Distance of not more than Twenty Miles, Sixpence; and if carried a greater Distance than Twenty Miles, One Shilling :

For any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, for any Distance not exceeding Twenty Miles, the Sum of One Shilling; and for any Distance exceeding Twenty Miles, Two Shillings :

For any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, for any Distance, Two Shillings and Sixpence; and for Parcels exceeding Fifty-six Pounds in Weight the said Railway Company may demand, in addition to the last-mentioned Toll, any Sum which they may think fit, not exceeding

The Border Counties Railway (North Tyne Section) Act, 1854.

ing the Sum of One Halfpenny for every Pound in Weight exceeding Fifty-six Pounds: Provided always, that Parcels sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Truck or Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the said Company may demand and receive such Sum as they may 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 and receive such Sum as they may think fit.

XXXIV. That every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twelve Pounds in Weight for First-class Passengers, One hundred Pounds in Weight for Second-class Passengers, and Sixty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof. Passengers Luggage.

XXXV. That this Act, or anything therein contained, shall not prevent the Company from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Goods of any Description, by Agreement with the Owners or Persons in charge thereof, or in respect to the Conveyance of any Animals or Goods, other than small Parcels, by Passenger Trains, or in respect of the Conveyance of such Parcels by Express Trains, or by reason of any special Service performed by the Company in relation thereto. Company may take increased Charges by Agreement.

XXXVI. That this Act, or anything therein contained, shall not exempt the Railway from the Provisions of any General Act relating to this Act, or of any General Act relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies, now in force, or which may hereafter pass during 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 by this Act authorized, or of the Rates for small Parcels by this Act authorized. Railways not Exempt from Provisions of future General Acts.

XXXVII. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railways*; and another Act was passed in Railways subject to Provisions of 1 & 2 Vict. c. 98.,

The Border Counties Railway (North Tyne Section) Act, 1854.

3 & 4 Vict.
c. 97.,
5 & 6 Vict.
c. 55.,
7 & 8 Vict.
c. 85.,
9 & 10 Vict.
c. 57., and
14 & 15 Vict.
c. 64.

in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her said Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the Fifteenth Year of the Reign of Her said Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways*: Be it enacted, That nothing in this Act contained shall be held to exempt the said Railway hereby authorized, or the said Company in respect thereof, from the Provisions of the same several Acts respectively, but that such Provisions shall be in force with reference to the same Railway and Company in respect thereof, so far as the same are applicable.

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