



ANNO DECIMO SEPTIMO & DECIMO OCTAVO

# VICTORIÆ REGINÆ.

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## *Cap. ccxv.*

An Act for making a Railway from the *London and South-western* Railway at *Salisbury* to *Yeovil*, and to form a Junction with the Railways at *Yeovil* of the *Great Western* and *Bristol and Exeter* Railway Companies respectively; and for other Purposes. [7th August 1854.]

**W**HEREAS by the "*London and South-western* Company's, *Salisbury and Yeovil Extension*, Act, 1848," after reciting that the making of a Railway in extension of the *London and South-western* Railway from *Salisbury* to *Yeovil*, with Branches to *Shaftesbury*, and to join the proposed *Exeter, Yeovil, and Dorchester* Railway, and the *Wilts, Somerset, and Weymouth* Railway near *Yeovil*, would be of great public Advantage, and that the *London and South-western* Railway Company were willing to make the said Railway and Branch Railways, but were unable to do so without the Authority of Parliament, and that it was expedient that Powers should be granted to them for effecting such Object, and for raising a further Sum of Money, it was enacted that it should be lawful for the said Company to make and maintain the said intended Railway, Branch Railways, and Works, and that the said Railway from *Salisbury* to *Yeovil* and the said Branch Railways and Works, should be completed

[*Local.*]

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within



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within Five Years from the passing of that Act: And whereas the Term so limited for the Completion of the said Railways and Works expired on the Twenty-second Day of *July* One thousand eight hundred and fifty-three: And whereas the *London and South-western* Railway Company have not constructed the said Railways and Works, or any Part thereof: And whereas it is expedient and would be of great public and local Advantage that the Communication by Railway between the *London and South-western* Railway at *Salisbury* and the Town of *Yeovil* should be completed, and that a Junction should be made at or near *Yeovil* between the intended Railway and the Railways of the *Great Western* and *Bristol and Exeter* Railway Companies respectively: And whereas the Persons herein-after named, together with other Persons, are willing, at their own Expense, to carry such Undertaking into execution in the Manner and subject to the Provisions herein-after contained, and are desirous of being incorporated into a Company for that Purpose; but the several Purposes 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, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

8 & 9 Vict.  
cc. 16. 18.  
and 20. in-  
corporated.

I. That "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act, save as to such Parts thereof as are by this Act otherwise provided for.

Short Title.

II. That in citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "*The Salisbury and Yeovil* Railway Act, 1854."

Incorporation of  
Company.

III. That Sir *William Coles Medlycott* Baronet, *John Chapman*, *Richard Hetley*, and all other Persons and Corporations who have 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 Railways herein-after particularly mentioned, with proper Works and Conveniences belonging thereto, according to the Provisions of the said Acts and of this Act, and for other Purposes herein and in the said Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "*The Salisbury and Yeovil* Railway Company," and by that Name shall be a Body Corporate with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking within the Restrictions herein and in the said Acts contained.

IV. That



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IV. That the Capital of the Company shall be Four hundred thousand Pounds, and the Number of Shares into which the said Capital shall be divided shall be Twenty thousand, and the Amount of each Share shall be Twenty Pounds. Capital.

V. That Five Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Fifteen Pounds *per* Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share, and Three Months at the least shall be the Interval between successive Calls. Calls.

VI. That it shall not be lawful for the Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained. Interest or Dividend not to be paid on Calls paid up.

VII. That it shall not be lawful for the Company, out of any Money by this Act authorized to be raised, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking. Deposit for future Bills not to be paid out of Company's Capital.

VIII. That it shall be lawful for the Company to borrow on Mortgage or Bond any Sum not exceeding in the whole One Third of the said Capital; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Four hundred thousand Pounds shall have been subscribed, and One Half thereof shall have been actually paid up, and all Moneys raised under the Powers of this Act, either by Shares or borrowing, shall be applied in carrying out the Purposes of this Act only. Power to borrow Money on Mortgage.

IX. That it shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver in the event of the Principal Money due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Ten thousand Pounds in the whole. Arrears may be enforced by Appointment of Receiver

X. That



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Number of  
Directors.

X. That the Number of the Directors of the Company shall be Nine, and the Qualification of a Director shall be the Possession of Fifty Shares in the Undertaking.

Quorum of  
Directors.

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

First Direc-  
tors of the  
Company.

XII. That Sir *William Coles Medlycott* Baronet, *John Chapman*, *Richard Hetley*, *George Pain*, *George Whieldon* the younger, *James Walkinshaw*, *Benjamin Chandler*, *William Wyndham*, and *Alfred Seymour*, shall be the First Directors of the Company.

Power to  
vary the  
Number of  
Directors.

XIII. That it shall be lawful for the Company, by the Vote of any Ordinary or Extraordinary Meeting, from Time to Time to reduce the Number of Directors for the Time being, but so that the Number of Directors shall at no Time be less than Six, and also, subject to the Provisions of the recited Acts incorporated herewith, to determine the Order of Rotation in which such reduced Number of Directors shall go out of Office; and all Acts, Matters, and Things done by or by the Authority of the said Directors when so reduced in Number shall be valid.

Newspapers  
for Adver-  
tisements.

XIV. That all Advertisements relating to the Affairs of the Company shall be inserted in at least One Newspaper published in the Counties of *Wilts*, *Dorset*, and *Somerset*, or One of them.

Money pay-  
able to Per-  
sons under  
Disability.

XV. That if any Money be payable to any Shareholder being a Minor, Idiot, Lunatic, or non compos mentis, the Receipt of the Guardian of such Minor, or of the Committee of such Idiot, Lunatic or Person non compos mentis shall be a sufficient Discharge to the Company for the same.

Power to  
make Rail-  
ways accord-  
ing to  
Deposited  
Plans, &c.

XVI. That inasmuch as Plans and Sections of the proposed Railways herein-after particularly described showing the Lines and Levels thereof respectively, and also a Book of Reference thereto containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same are intended to pass, or which may be required to be taken for the Purposes of the said Railways, have been deposited with the Clerk of the Peace for the County of *Wilts*, with the Clerk of the Peace for the County of *Dorset*, and with the Clerk of the Peace for the County of *Somerset*, therefore the said Railways may be made in the Line and upon the Lands delineated upon the said Plans, and described in the said Books of Reference, and according to the Levels described in the said Sections, and it shall be lawful for the Company to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

XVII. That



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XVII. That the Railways by this Act authorized are as follows; (that is to say,) Lines of Railway.

A Railway commencing at or near the authorized Terminus of the *Basingstoke and Salisbury* Line of the *London and South-western* Railway Company at *Salisbury* in the Parish of *Fisher-ton Anger* in the County of *Wilts*, and terminating in a certain Piece of Land near the *Pen Stile* Turnpike Gate in the Parish of *Yeovil* in the County of *Somerset*:

A Branch Railway commencing from and out of the said intended Railway in the Parish of *Bradford Abbas* in the County of *Dorset*, and terminating by a Junction with the authorized Line of the *Wilts, Somerset, and Weymouth* Railway in the Parish of *Yeovil*, near the Junction or proposed Junction between the *Wilts, Somerset, and Weymouth* Railway and the *Durston and Yeovil* Branch of the *Bristol and Exeter* Railway.

XVIII. That, subject to the Provisions in "The Railways Clauses Consolidation Act, 1845," contained in reference to the crossing of Roads on a Level, it shall be lawful for the Company in constructing the said Railways to carry the same on the Level across the several Roads numbered on the said deposited Plans as follows: Power to cross certain Roads on the Level.

Parish.	Number on Plan.
<i>Fugglestone Saint Peter</i> - - - - -	47
<i>Wardour</i> - - - - -	16
<i>Sherborne</i> - - - - -	46

XIX. That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the Railways cross the before-mentioned Roads on the Level, and the said Company shall be subject to and abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as shall from Time to Time be made by the Board of Trade; and if the Company shall fail to erect or at all Times maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the Crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred. Company to erect a Station or Lodge at Point of crossing, and to abide by Rules, &c. of the Board of Trade.

XX. That it shall be lawful for the Board of Trade, if it shall appear to them to be necessary for the public Safety, at any Time, either before or after the Railways hereby authorized to be carried across the said Roads on the Level shall have been completed and opened for public Board of Trade may require a Bridge to be erected in lieu of level Crossing.

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Traffic, to require the Company within such Time as the Board of Trade shall direct, and at the Expense of the Company, to carry any or either of the herein-before mentioned Roads either under or over the Railways 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 any such level Crossing.

Inclinations  
of certain  
Roads.

XXI. That as regards the Roads herein-after mentioned it shall be lawful for the Company to make the Rate of Inclination of such Roads when altered as follows; viz.:

Number on Plan.	Parish.	Description of Road.	Inclination.
47	Fugglestone Saint Peter	Public Road - -	1 in 11
13	Wilton - -	Public Road - -	1 in 17
54	East Tisbury - -	Public Road - -	1 in 16
34	West Tisbury - -	Public Road - -	1 in 17
55	Temple Combe - -	Turnpike Road - -	1 in 12
7	Stowell - -	Public Road - -	1 in 7
30	Oborne - -	Public Road - -	1 in 10
171	Sherborne - -	Turnpike Road - -	1 in 22
78	Sherborne - -	Turnpike Road - -	1 in 23

As to Con-  
struction of  
certain  
Bridges.

XXII. That the Company may, in the Construction of the Bridges for carrying the Railway over the Roads next herein-after mentioned, construct such Bridges respectively of the Height and Span herein-after mentioned; (that is to say,)

Number on Plans.	Parish.	Height.		Span.	
		ft.	in.	ft.	in.
62	Fugglestone Saint Peter	14	6	15	0
28	South Newton - -	16	0	30	0
18	Wilton - -	16	0	20	0
13	Wilton - -	14	0	15	0
119	Barford Saint Martin - -	16	0	20	0
76	East Tisbury - -	14	0	20	0
56	Wardour - -	14	0	15	0
31	Wardour - -	14	0	15	0
34	West Tisbury - -	14	0	15	0
35	Sedgehill - -	14	0	15	0
27	Sedgehill - -	14	0	15	0
25	Motcombe - -	14	0	15	0
60	Gillingham - -	16	0	15	0



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Number on Plans.	Parish.	Height.		Span.	
		ft.	in.	ft.	in.
47	Buckhorn Weston -	14	0	15	0
26	Buckhorn Weston -	14	0	15	0
6	Buckhorn Weston -	14	0	15	0
55	Temple Combe -	16	0	30	0
44	Milborne Port -	14	0	15	0
9	Osborne -	14	0	15	0
102	Sherborne -	15	6	30	0
58	Sherborne -	16	0	30	0
103	Bradford Abbas -	16	0	20	0
70	Bradford Abbas -	16	0	20	0
37	Bradford Abbas -	14	0	15	0

XXIII. That the Company may purchase by Agreement for extraordinary Purposes, as defined in the "Railways Clauses Consolidation Act, 1845," any Quantity of Land not exceeding Thirty Acres. Land for extraordinary Purposes.

XXIV. That the Powers of the Company for the compulsory Purchase of Land 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 Purchase of Lands limited.

XXV. That after the Expiration of Four Years from the passing of this Act all the Powers hereby granted to the Company for making the Railways hereby authorized, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the same as shall then be completed. Limiting Time for Exercise of other Powers.

XXVI. 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 Thirty thousand Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of Expense of the Railways authorized by this Act, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted, That notwithstanding anything contained in the said recited Act the said Sum of Thirty thousand Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons, or the Majority of the Persons, named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the said Company shall, previously to the Expiration of Four Years from the passing of this Act, either open the As to Transfer of Money deposited under Standing Orders.  
said



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said Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this 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 of Four Years shall expire before the said Company shall either have opened the said Railways for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*; provided that at any Time after the passing of this Act if a Bond in twice the Amount of the said Sum of Thirty 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 Thirty thousand Pounds, if the said Company shall not within Four Years from the passing of this Act either open the said Railways 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 such Sum of Money and the Interest or Dividends thereof shall be paid to or on the Application of the Person or Persons, or the Majority of the Persons, named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, or the Executors or Administrators of such Survivor, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Moneys to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividends thereof would have been dealt with under this Act, if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

XXVII. That.



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

Tolls for  
Articles of  
Merchan-  
dise.

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

Class 1. For all Compost, Dung, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of Roads or Highways, *per Ton per Mile* not exceeding One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Halfpenny :

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

Class 3. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Halfpenny :

Class 4. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Penny :

Class 5. For every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, *per Mile* not exceeding Fourpence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum *per Mile* not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per Mile* not exceeding One Penny; and the Sum of One Penny *per Mile* for every additional

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Quarter



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Quarter of a Ton, or fractional Part of a Quarter of a Ton, up to Four Tons, which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile for every such additional Quarter of a Ton, or fractional Part of a Quarter of a Ton; and if propelled by an Engine belonging to the Company, a further Sum not exceeding One Halfpenny *per* Mile for every such additional Quarter of a Ton, or fractional Part of a Quarter of a Ton:

Toll for  
Animals, &c. In respect of Animals conveyed in Carriages upon the Railways, as follows:

Class 6. For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, *per* Mile not exceeding One Penny Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if such Carriage be propelled by an Engine belonging to the said Company, an additional Sum *per* Mile not exceeding One Halfpenny:

Class 7. For every Calf or Pig, Sheep, Lamb, or other small Animal, conveyed in or upon any such Carriage, *per* Mile not exceeding One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing:

Tolls for  
Passengers. In respect of Passengers conveyed in Carriages upon the Railways, as follows:

For any Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny.

Regulation  
as to Tolls. XXVIII. That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For Articles, Animals, or Persons conveyed on the Railways for a less Distance than Four Miles the Company may demand Tolls and Charges as for Four Miles:

For a Fraction of a Mile beyond Four Miles, or beyond any greater Number of Miles, the Company may demand Tolls and Charges in respect of Passengers as for One Mile, and in respect of Goods and Animals in proportion to the Number of Quarters of a Mile contained in such Fraction, and if there be a Fraction of a Quarter of a Mile such Fraction shall (in respect of Goods and Animals) be deemed a Quarter of a Mile:

For every Fraction of a Ton the Company may demand Tolls according



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according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

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

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

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

Tolls for  
small Parcels  
and Articles  
of great  
Weight.

For any Parcel not exceeding Seven Pounds in Weight, if carried a Distance not exceeding Twenty Miles, Fivepence, and if carried a greater Distance than Twenty Miles, Eightpence:

For any Parcel exceeding Seven Pounds and not exceeding Fourteen Pounds in Weight, if carried a Distance not exceeding Twenty Miles, Sevenpence, and if carried a greater Distance than Twenty Miles, One Shilling:

For any Parcel exceeding Fourteen Pounds and not exceeding Twenty-eight Pounds in Weight, if carried a Distance not exceeding Twenty Miles, One Shilling and Fourpence, and if carried a greater Distance than Twenty Miles, One Shilling and Eightpence:

For any Parcel exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds in Weight, if carried a Distance not exceeding Twenty Miles, Two Shillings, and if carried a Distance exceeding Twenty Miles, Three Shillings:

For any Parcel exceeding Fifty-six Pounds and not exceeding One hundred and twelve Pounds in Weight, if carried any Distance not exceeding Twenty Miles, Three Shillings, and if carried a Distance exceeding Twenty Miles, Four Shillings:

For any Parcel exceeding One hundred and twelve Pounds and not exceeding Two hundred and twenty-four Pounds in Weight, if carried any Distance not exceeding Twenty Miles, Three Shillings and Sixpence, and if carried any Distance exceeding Twenty Miles, Five Shillings:

And for any Parcel exceeding Two hundred and twenty-four Pounds and 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 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



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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 Platform, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand any Sum not exceeding Sixpence *per Ton per Mile*; and if conveyed in or upon a Truck or Platform belonging to the Company, an additional Sum *per Ton per Mile* not exceeding Fourpence; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding Threepence:

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 with the Truck or Platform shall exceed Eight Tons, the Company may demand such Sum as they shall think fit.

Passengers  
Luggage.

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

Maximum  
Rates of  
Charge for  
Passengers.

XXXI. That the maximum Rates of Charge to be made by the Company for the Conveyance of Passengers upon the said Railways, including the Tolls for the Use of the Railways and Carriages and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums:

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  
Charges for  
Goods and  
Animals.

XXXII. That the maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railways and of Carriages and for locomotive Power, and every other Expense incidental to such Conveyance (except the loading and unloading of Goods, when such Service is performed by the Company), shall not exceed the Amounts mentioned in the following Table; (that is to say,)

For the Matters herein-before mentioned under Class 1, not exceeding One Penny Three Farthings *per Ton per Mile*:

For the Matters mentioned under Class 2, not exceeding Twopence Halfpenny *per Ton per Mile*:

For



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For the Matters mentioned under Class 3, not exceeding Twopence Three Farthings *per Ton per Mile* :

For the Matters mentioned under Class 4, not exceeding Threepence Halfpenny *per Ton per Mile* :

For any Carriage mentioned under Class 5, not weighing more than One Ton, not exceeding Sixpence *per Mile* ; and if weighing more than One Ton, not exceeding One Penny *per Mile* for every Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton :

For everything mentioned under Class 6, not exceeding Twopence Farthing *per Mile* :

For everything mentioned under Class 7, not exceeding One Penny *per Mile*.

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

Special  
Trains.

XXXIV. That nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company to alter, vary, or interfere with the *Wilts, Somerset, and Weymouth* Railway, or any of the Branches or Works thereof, further or otherwise than is herein expressly provided, without the Consent in Writing of the *Great Western* Railway Company in every Instance for that Purpose first had and obtained, nor to take or enter upon any of the Lands or Grounds belonging to the said Company, or which they have Power under any Act of Parliament to purchase, and which may be necessary to be retained or purchased by the same Company for the Purposes of the *Wilts, Somerset, and Weymouth* Railway, or any Branch, Stations, or Works thereof respectively ; and if any Difference shall arise as to the Lands or Grounds which it may be necessary for the said Company so to retain or purchase, such Difference shall be settled by Arbitration in manner provided by the Railways Clauses Consolidation Act, 1845, and the Company shall be empowered to take and use, or shall be restrained from taking and using, such Lands and Grounds according to the Decision of such Arbitration.

For the Pro-  
tection of  
the Wilts,  
Somerset  
and Wey-  
mouth Rail-  
way.

XXXV. That all Communications between the Railways by this Act authorized and the *Wilts, Somerset, and Weymouth* Railway, and all Works in or upon the said *Wilts, Somerset, and Weymouth* Railway, or upon the Property of the *Great Western* Railway Company, which may be necessary or convenient for effecting such Communications, shall be made under the Direction and Superintendence of the Engineer

How Com-  
munications  
with the  
said Railway  
to be made.

[Local.]

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for



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for the Time being of the *Great Western Railway Company*; and in case of any Difference of Opinion as to the Mode of effecting such Junction, or as to the said Works, then such Difference shall be referred to Arbitration in manner aforesaid.

Dimensions of Arches over the said Railway.

XXXVI. That the Arches to be constructed for carrying the Railways over the *Wilts, Somerset, and Weymouth Railway* shall not be of less Dimensions than those constructed for carrying Roads over that Railway.

Regulating Manner in which the Lines and Works of the said Railway and of the Railway authorized by this Act, shall be laid out.

XXXVII. That subject to the Provisions herein contained the respective Lines and Works of the said *Wilts, Somerset, and Weymouth Railway*, and of the Railways by this Act authorized, shall be laid out in such Manner through the Lands which both the Company and the *Great Western Railway Company* may have Power to purchase and hold as may be mutually agreed on between the said Two Companies; and if any Difference shall arise as to the Manner of laying out the said Railways through such Lands as aforesaid, such Differences shall be settled by Arbitration in manner aforesaid, on the Application of either of the said Companies; and if any additional Expense shall be incurred by the *Great Western Railway Company* by the Construction of their Works in the Manner so agreed on or settled, such additional Expense shall, if the said Arbitrator shall so decide, be borne and paid by the Company, and the Amount thereof shall, in case of Dispute, be settled in manner aforesaid.

Penalty for interrupting Traffic on the *Wilts, Somerset, and Weymouth Railway*.

XXXVIII. That if by reason of any Works or Proceedings of the Company there shall be any such Obstruction of or Interference with the *Wilts, Somerset, and Weymouth Railway* as to prevent or impede the convenient Passage of Engines and Carriages along the same, the Company shall pay to the *Great Western Railway Company* the Sum of Twenty Pounds *per Day* by way of ascertained Damages for every Day during which such Obstruction shall continue, and shall, in addition thereto, repay to the *Great Western Railway Company* all Costs and Expenses to which they may be put by reason of such Obstruction, as well as full Compensation for the Inconvenience sustained by them by reason thereof.

Saving Rights of the said Company.

XXXIX. Provided always, That nothing in this Act contained shall extend to prejudice, diminish, or take away, further or otherwise than as by this Act expressly authorized, any of the Rights, Privileges, Powers, or Authorities vested in the *Great Western Railway Company*.

As to Communication with the

XL. That the Communication between the Railway hereby authorized and the *London and South-western Railway* shall be effected in

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a substantial and workmanlike Manner, and by means of Rails, Points, and other Works to be constructed and from Time to Time maintained at the Expense of the Company, and to the reasonable Satisfaction of the principal Engineer for the Time being of the *London and South-western Railway Company.*

XLI. That nothing in this Act contained shall, except for the Purpose of making and maintaining the before-mentioned Communication, authorize the Company to take or use any of the Property of the *London and South-western Railway Company* without the previous Consent of the *London and South-western Railway Company* under their Common Seal.

XLII. That nothing in this Act contained shall prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities of or vested in or belonging to the *London and South-western Railway Company*, but all their Rights, Privileges, Powers, and Authorities under their several Acts of Parliament and otherwise are hereby expressly saved and reserved as against the Company.

XLIII. That inasmuch as the Railway is intended in the first instance to consist of a single Line of Rails only, and it is expedient to provide for the laying down of a Second Line of Rails on the Railway when the Amount of Traffic shall require the same, therefore when and so soon as the gross Receipts of the Company from the Traffic on the Railway shall on an Average of Three consecutive Years amount to or exceed the Sum of Forty thousand Pounds *per Annum*, the Company, if required so to do by the Board of Trade, shall with all reasonable Despatch lay down and thereafter maintain an additional or Second Line of Rails on the Railway for the greater Convenience and Accommodation of the Traffic thereon: Provided always, that in such event it shall be lawful for the Company to raise by the Creation of new Shares in their Undertaking such an Amount of additional Capital as may be necessary for the Purpose last aforesaid:

XLIV. That the Company and the *London and South-western Railway Company* may from Time to Time enter into Agreements with respect to the following Purposes, or any of them; (that is to say,)

The Use and Working by the *London and South-western Railway Company* of all or any Part of the Railway, and the Use of the Works and Conveniences belonging thereto:

The Conveyance by the *London and South-western Railway Company* of the whole or any Part of the Traffic upon the Railway:

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The Division and Apportionment of such Traffic between the said Companies :

The Supply of any rolling or working Stock required for such Purposes :

The Use by the *London and South-western* Railway Company of the rolling or working Stock belonging to the Company, or any Part thereof :

The Management, Maintenance, and Repair of the Railway :

The Costs and Expenses of such Working, Management, Maintenance, and Repair :

The forwarding, Interchange, and Transmission upon or over the respective Railways of the said Companies of any Passenger or other Traffic which may be conveyed upon and from the Railway to and along the Railways of the *London and South-western* Railway Company or any Part thereof, or which may be conveyed upon and from the Railways of the *London and South-western* Railway Company or any Part thereof to and along the Railway or any Part thereof :

The Collection, Delivery, and general Conduct of such Traffic :

The fixing of the Tolls, Rates, and Charges to be levied or taken by the said Companies in respect of the Traffic conveyed over their several Railways or any Part thereof respectively, not exceeding the maximum Tolls, Rates, and Charges authorized by the Acts of Parliament relating to such Railways respectively :

The Collection, taking, and levying of the said Tolls, Rates, and Charges :

The Division between the said Companies of the Receipts arising from the Traffic upon their respective Railways or any Part thereof respectively, subject to any Deductions to be made therefrom, or any Rent or other Consideration to be paid by either of the said Companies to the other of them by virtue of the said Agreement :

Duration of Agreement, but to be approved by Board of Trade.

Agreements not to affect Persons not Parties thereto.

Provided always, that any such Agreement shall not be for more than Ten Years, and no such Agreement shall have any Operation until the same shall have been approved of by the Board of Trade ; and no such Agreement as aforesaid shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the said Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or any other Company, but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railways to which the said Agreement may relate, upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as they would have been in case no such Agreement had been entered into: Provided also, that the said Board shall not approve such Agreement



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Agreement without being satisfied that the same has been duly assented to by Shareholders of the *London and South-western* Railway Company in Special Meeting assembled for that Purpose either before or after the passing of this Act, and holding at least Three Fifths of the paid-up Capital of that Company represented at such Meeting personally or by Proxy, such Shareholders being qualified to vote thereat in right of such Capital, and by the Shareholders in the Company in Special Meeting assembled for the like Purpose after the passing of this Act.

XLV. That at the Expiration of the said Agreement the said Companies, with such respective Consent as aforesaid in Special Meeting of the Shareholders of such Companies respectively, and subject to the Approval of the Board of Trade, may enter into a further Agreement for all or any of the Purposes aforesaid; provided that before such Companies shall enter into any such further Agreement as aforesaid they shall give Notice of their Intention to enter into such Agreement by Advertisement, in a Form to be approved of by the Board of Trade, inserted once in each of Two successive Weeks in some Newspaper published or circulating in each County in which any Part of the Railway or Railways to which such proposed Agreement relates is situated; and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Agreement, and desiring to object thereto, may bring such Objections before the Board of Trade, and no such Agreement shall be valid at Law or in Equity until the same shall have been approved by the Board of Trade: Provided always, that no such Contract or Agreement shall have any Operation or Effect unless and until the same shall have been submitted to and approved by Shareholders of the *London and South-western* Railway Company in Special Meeting assembled for that Purpose, and holding at least Three Fifths of the paid-up Capital of that Company, represented at such Meeting personally or by Proxy, such Shareholders being qualified to vote thereat in right of such Capital, and by the Shareholders in the Company present personally or by Proxy at a Meeting of the Company specially convened for that Purpose; and every such Meeting shall be convened by Advertisements inserted for Two successive Weeks in a Morning Newspaper published in *London*, and in some Newspaper of the County in which the principal Office of each Company which may be a Party to such Agreement shall be situate.

Agreement may be renewed with the Approval of the Board of Trade.

Public Notice to be given of the Intention to enter into Agreements.

Agreement inoperative until approved by the Board of Trade.

Meeting how to be convened.

XLVI. Provided always, That nothing contained in this Act or in the Acts herein recited or referred to shall extend to authorize the said Company to purchase, take, or use any Land or Soil, or any Rights in respect thereof, belonging to Her Majesty in right of the Duchy of *Cornwall*, without the Consent in Writing of Two or more

Saving Rights of Duchy of Cornwall.

[Local.]

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of



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of the principal Officers of the said Duchy, and which Consent such principal Officers or any Two of them are hereby authorized and empowered to give, or belonging to the Duke of *Cornwall* for the Time being, without the Consent of the said Duke, testified in Writing under the Privy Seal of the said Duke, first had and obtained for that Purpose, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors, in right of the Duchy of *Cornwall*, or in or by the Duke of *Cornwall* for the Time being.

Saving  
Rights of the  
Crown.

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

Expenses of  
Act.

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

Railways and  
Company to  
be subject to  
the Pro-  
visions of  
1 & 2 Vict.  
c. 98.,  
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.

XLIX. That inasmuch as 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 Railway*; and another Act was passed in the Fourth Year of the Reign of Her present Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her present 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 present 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 Tenth Year of the Reign of Her present Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the Fifteenth Year of the Reign of Her present Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways*; nothing in this Act contained shall be held to exempt the said Railways or the said Company from the Provisions of the several  
Acts



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Acts respectively, but that such Provisions shall be in force in respect of the said Railways and Company, so far as the same shall be applicable thereto.

L. That nothing herein contained shall be deemed or construed to exempt the Railways by this Act authorized to be made 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, which may hereafter pass during the present 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 or of the Tolls for small Parcels authorized by this Act.

Railways not  
exempt from  
Provisions  
of future  
Genera.  
Acts.

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