



ANNO DECIMO OCTAVO

VICTORIÆ REGINÆ.

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*Cap. xi.*

An Act for constructing a Railway from *Bridport* to *Maiden Newton*, on the *Wilts, Somerset, and Weymouth* Railway, in the County of *Dorset*.

[5th May 1855.]

**W**HEREAS a Railway from *Bridport*, or from a Point near thereto, to *Maiden Newton*, on the *Wilts, Somerset, and Weymouth* Railway, in the County of *Dorset*, would be of great public and local Advantage: And whereas the Persons hereinafter named, with others, are willing to undertake the making and maintaining of such Railway: And whereas the Railway to be made under the Authority of this Act is intended to join the *Wilts, Somerset, and Weymouth* Railway belonging to the *Great Western* Railway Company, and it is expedient that Provision should be made for Agreements between the Company incorporated by this Act and the *Great Western* Railway Company: And whereas the 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, and of the Commons, in this present Parliament assembled, and by Authority of the same, as follows:

I. The several Acts of Parliament following, (that is to say,) "The Companies Clauses Consolidation Act, 1845,"	"The Lands Clauses Consolidation	8 & 9 Vict. cc. 16. 18. and 20. in- corporated.
[ <i>Local.</i> ]	<i>A a</i>	

[*Local.*]

***A a***

# Consolidation

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

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*The Bridport Railway Act, 1855.*

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Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall, excepting in so far as expressly varied or altered by this Act, be incorporated with this Act.

Short Title. II. In citing this Act for any Purpose it shall be sufficient to use the Expression "*The Bridport Railway Act, 1855.*"

Subscribers incorporated. III. *Thomas Alexander Mitchell, Joseph Gundry, William Colfox, William Smith, John Hodder Needell, Kirkman Daniel Hodgson, William Swatridge, Stephen William Whetham, John Pike Stephens, Benjamin Pearkes Gundry, Thomas Legg, George Edmunds,* 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 herein-after mentioned, and for such Purpose shall be incorporated by the Name of "*The Bridport Railway Company,*" and by that Name shall be a Body Corporate with perpetual Succession, and shall have a Common Seal, and Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained.

Capital. IV. The Share Capital of the Company shall be Sixty-five thousand Pounds, and all and every Part thereof shall be applied only in carrying into execution the Objects and Purposes of this Act.

Number and Amount of Shares. V. The Number of Shares into which the said Capital shall be divided shall be Six thousand five hundred, and the Amount of each Share shall be Ten Pounds.

Calls. VI. Two Pounds Ten Shillings *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Two Months at the least shall intervene between successive Calls, and 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.

Power to borrow Money on Mortgage. VII. The Company may borrow on Mortgage or Bond any Moneys not exceeding in the whole Twenty-one thousand six hundred Pounds; but no Part thereof shall be borrowed until the whole of the Capital of Sixty-five thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up; and all and every Part of the Moneys so to be borrowed on Mortgage or Bond shall be applied only in carrying into execution the Objects and Purposes of this Act.

VIII. The



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VIII. The Mortgagees of the Company may enforce the Payment of the Arrears of Principal and Interest due on any Mortgage by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver, in the event of the Principal Moneys 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 Five thousand Pounds in the whole.

Arrears may be enforced by Appointment of Receiver.

IX. It shall not be lawful for the Company, out of any Money by this or any other Act relating to the Company 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 the Calls made in respect of the Shares held by him in the Capital of the Company; but nothing herein contained shall prevent the Company from paying to any Shareholder Interest on Money advanced by him beyond the Amount of the Calls made, in conformity with the Provisions of "The Companies Clauses Consolidation Act, 1845," in that Behalf.

Interest not to be paid on Calls paid up.

X. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised for the Purposes of such Act, to pay or deposit any 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.

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

XI. The First Ordinary Meeting of the Company shall be held within Three 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; and all Ordinary Meetings shall be held in the Town of *Bridport*.

First and subsequent General Meetings.

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

Quorum of General Meetings.

XIII. Subject to the Provisions of this Act for reducing the Number of Directors, the Number of Directors shall be Twelve, and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Capital of the Company.

Number and Qualification of Directors.

XIV. The

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Providing  
for Reduc-  
tion of Num-  
ber of Di-  
rectors.

XIV. The Company shall reduce the Number of Directors to Six after the Railway hereby authorized shall be completed and opened to the Public; and such Reduction shall take place by Two of the Directors who go out of Office after that Period from Time to Time by Rotation, in manner provided by this Act and "The Companies Clauses Consolidation Act, 1845," not being re-elected, or their Places supplied by others elected in their Room, until the Number be reduced as aforesaid.

First Direc-  
tors.

XV. *Thomas Alexander Mitchell, Joseph Gundry, William Colfox, William Smith, John Hodder Needell, Kirkman Daniel Hodgson, William Swatridge, Stephen William Whetham, John Pike Stephens, Benjamin Pearkes Gundry, Thomas Legg, and George Edmunds,* shall be the First Directors of the Company.

Election of  
Directors at  
Firstordi-  
nary Meet-  
ing.

XVI. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be 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 any Number 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 eligible as Members of such new Body.

Subsequent  
Election of  
Directors.

XVII. At the First Ordinary Meeting in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected, the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, in conformity with the Provisions in this Act and in "The Companies Clauses Consolidation Act, 1845," in that Behalf; 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 said last-mentioned Act.

Quorum of  
Directors.

XVIII. The Quorum of a Meeting of Directors shall be Four so long as the Number of Directors shall be more than Six, and shall be Three when the Number of Directors shall be reduced to Six.

Quorum of  
Committee  
of Directors.

XIX. The Quorum of any Committee of Directors shall be Two.

Newspaper  
for Adver-  
tisements.

XX. The Newspaper in which Advertisements relating to the Affairs of the Company are to be inserted shall be some Newspaper published in *London*, or some Newspaper published in the County of *Dorset*.

XXI. The



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XXI. The Company may make and maintain the Railway herein-  
after mentioned, with all proper Works and Conveniences connected  
therewith; (that is to say,) Line of Rail-  
way.

A Railway commencing at a Point at or near the Toll Bar or Turn-  
pike Gate on the Road leading from *Bridport* to *Beaminster*, on  
the Eastern Side of the said Road, in the Parish of *Bradpole*, in  
the County of *Dorset*, and terminating by a Junction with the  
Line of Railway belonging to the *Great Western* Railway Com-  
pany, and known as the *Wilts, Somerset, and Weymouth* Railway,  
in the Parish of *Maiden Newton* in the said County of *Dorset*,  
at or near the Point where the *Wilts, Somerset, and Weymouth*  
Railway crosses the Road leading from *Maiden Newton* to  
*Sydling*.

XXII. And whereas Plans and Sections of the intended Railway,  
showing the Line and Level thereof, and also a Book of Reference  
containing the Names of the Owners, Lessees, and Occupiers, or re-  
puted Owners, Lessees, and Occupiers of the Lands through which  
the same is intended to pass, or which may be required for the Pur-  
poses of the Undertaking, have been deposited with the Clerk of the  
Peace for the County of *Dorset*: Be it enacted, That, subject to the  
Provisions and Powers of Deviation in this and the said Acts incorpo-  
rated herewith contained, the Company may make and maintain the  
Railway and Works in the Line and upon the Lands delineated on  
the said Plans, and described in the said Book of Reference, and  
according to the Levels defined on the said Sections, and may enter  
upon, take, and use such of the said Lands as shall be necessary for  
such Purpose. Power to  
make Rail-  
way accord-  
ing to depo-  
sited Plans.

XXIII. The Railway hereby authorized shall be constructed on  
the Gauge of Seven Feet, and shall join the *Wilts, Somerset, and*  
*Weymouth* Railway at the Points where, according to the Plan  
deposited as in this Act mentioned, such Railway appears to join the  
same; and such Junction by the Railway hereby authorized with the  
*Wilts, Somerset, and Weymouth* Railway, and all such Openings in  
the Rails thereof, and other Works of Connexion as may be necessary  
or convenient for forming such Junction, shall be made to the Satis-  
faction of the Engineer of the *Great Western* Railway Company, or  
other Person authorized by them for that Purpose. Construction  
of Railway  
and Junction  
with the  
Wilts, So-  
meret, and  
Weymouth  
Railway.

XXIV. Nothing herein contained shall authorize the Company to  
enter upon, purchase, or take any Lands belonging to the *Great*  
*Western* Railway Company, or to alter or vary the Line or Levels of  
the *Wilts, Somerset, and Weymouth* Railway, or to interfere with the  
*Wilts, Somerset, and Weymouth* Railway, except as specially provided  
by this Act, without the Consent of the *Great Western* Railway Com-  
pany; Lands and  
Works of the  
Wilts, So-  
meret, and  
Weymouth  
Railway not  
to be inter-  
fered with,  
except by  
Consent.

[Local.]

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pany; and the Company hereby incorporated shall bear all Expense of effecting such Junction as aforesaid, and, unless otherwise agreed between the Companies, of maintaining, watching, and working the same, and of necessary Works at the said Junction for preventing Danger, Inconvenience, or Interruption to the Traffic on the *Wilts, Somerset, and Weymouth* Railway; but if any Difference shall arise between the said Two Companies as to the Nature or Necessity of any such Works as aforesaid, or as to the said Junction, the same shall be referred to Arbitration, in manner provided by "The Railways Clauses Consolidation Act, 1845," with respect to the Settlement of Disputes by Arbitration.

Lands for extraordinary Purposes.

XXV. The Company may purchase and hold any Quantity of Land for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," not exceeding in the whole Five Acres.

Limiting Period for the compulsory Purchase of Lands.

XXVI. The Powers for the compulsory Purchase of Lands by this Act conferred upon the Company shall not be exercised after the Expiration of Two Years from the passing of this Act.

Period for Completion of Works.

XXVII. The Railway shall be completed within Four Years from the passing of this Act, and on the Expiration of such Period the Powers by this Act or the said Acts incorporated herewith 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 then be completed.

Deposit Money not to be repaid unless within a limited Time Line opened, or Half the Capital paid up and expended, except in Execution of Bond.

XXVIII. 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, Four thousand eight hundred and seventy-five Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act, have 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 Four thousand eight hundred and seventy-five Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such 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 Company hereby incorporated shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, open the



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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 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 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 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 Four thousand eight hundred and seventy-five 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 Four thousand eight hundred and seventy-five Pounds, if the said Company shall not, within the Time limited for the Completion of the said Railway, 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 Solicitor to the said Lords Commissioners, then such Money, and the Interests 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, 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 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 Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords  
of



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of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Fact so certified.

Power to  
cross certain  
Road on a  
Level.

XXIX. Subject to the Provisions in the said Railways Clauses Consolidation Act contained in reference to the crossing of Roads on a Level, the Company, in the Construction of the Railway by this Act authorized to be made, may carry the same across and on the Level of the Road numbered 39, in the Parish of *Bradpole*, on the Plans deposited as herein-before mentioned.

Station or  
Lodge to be  
erected at  
Point of  
Crossing.

XXX. The Company shall erect and permanently maintain a Station or Lodge at the Point where the Railway crosses the before-mentioned Road on the Level, and the Company shall be subject to all such Rules and Regulations with regard to the crossing of such Road on the Level, or with regard to the Speed at which Trains shall cross such Road, as may from Time to Time be made by the Board of Trade; and if the Company shall not erect and at all Times maintain any such Station or Lodge, and appoint a proper Person to watch or superintend the Crossing at such Point or Station, and observe all such Rules and Regulations, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and to a Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been imposed.

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

XXXI. The Board of Trade, if it shall appear to them necessary for the public Safety at any Time before or after the Railway by this Act authorized to be made shall have been completed and opened for public Traffic, may require the Company, within such Time as shall be directed by the said Board, and at the Expense of the Company, to carry the before-mentioned Road under or over the Railway by means of a Bridge or Arch in lieu of crossing the same on the Level, and to execute such other Works as shall appear to the Board of Trade best adapted for removing or diminishing any Danger arising from any such level Crossing.

Inclinations  
of certain  
Roads.

XXXII. As regards the Roads herein-after mentioned, the Company may make the Rate of Inclination of such Roads when altered, as follows; (that is to say,)

Number on Plan.	Parish.	Description of Road.	Inclination.
4	Toller Fratrum	Public Road	1 in 9
8	Frome Vauchurch	Turnpike Road	1 in 17
12	Frome Vauchurch	Public Road	1 in 13

XXXIII. The



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XXXIII. The Company may demand and recover any Tolls for the Use of the Railway not exceeding the following *per* Mile ; (that is to say,)

Tolls for  
Goods, &c.

For all Dung, Compost, Manure, Lime, Limestone, Salt, and all undressed Materials for the Repair of public Roads or Highways, One Penny Halfpenny *per* Ton ; and if conveyed in any Carriage provided by the Company, an additional Sum *per* Ton not exceeding One Halfpenny :

For all Coals, Coke, Culm, Charcoal, Cinders, building, pitching, and paving Stones, Dress Bricks, Tiles, Slates, Clay, Sand, Ironstone, Iron Ore, Pig, Bar, Rod, Hoop, Sheet, and all other similar Descriptions of Wrought Iron, and Castings not manufactured into Utensils or other Articles of Merchandise, Twopence *per* Ton ; and if conveyed in any Carriage provided by the Company, an additional Sum *per* Ton not exceeding One Halfpenny :

For all Sugar, Grain, Corn, Flour, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, Twopence Three Farthings *per* Ton ; and if conveyed in Carriages provided by the Company, an additional Sum *per* Ton not exceeding Three Farthings :

For all Cotton and other Wools, Hemp, Flax, Hides, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, or Things, Fourpence *per* Ton ; and if conveyed in any Carriage provided by the Company, an additional Sum *per* Ton 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, not exceeding Fivepence :

And One Penny Halfpenny for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh ; and if conveyed on a Truck or a Platform provided by the Company, an additional Sum not exceeding Sixpence :

In respect of Passengers and Animals conveyed in Carriages upon the Railway, *per* Mile, as follows :

Tolls for  
Passengers  
and Cattle.

For any Person conveyed in or upon any Carriage, not exceeding Twopence ; and if conveyed in or upon any Carriage provided by the Company, an additional Sum not exceeding One Penny :

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, conveyed in or upon any Carriage, not exceeding Threepence ; and if conveyed in or upon any Carriage provided by the Company, an additional Sum not exceeding One Penny :

For every Calf or Pig conveyed in or upon any Carriage, not exceeding One Penny ; and if conveyed in or upon any Carriage  
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provided by the Company, an additional Sum not exceeding One Farthing :

For every Sheep, Lamb, or other small Animal conveyed in or upon any Carriage, not exceeding One Penny ; and if conveyed in or upon any Carriage provided by the Company, an additional Sum not exceeding One Farthing.

Charge for  
propelling  
Power.

XXXIV. The Charge which the Company may demand and recover 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 or other Articles, in addition to the several other Tolls and Sums by this Act authorized to be taken.

Maximum  
Rate of  
Charge for  
Passengers.

XXXV. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums *per* Mile :

For every Passenger conveyed in a First-class Carriage, Three-pence :

For every Passenger conveyed in a Second-class Carriage, Two-pence :

For every Passenger conveyed in a Third-class Carriage, One Penny Halfpenny.

Passengers  
Luggage.

XXXVI. 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.

Limiting  
Charge for  
Conveyance  
of Goods and  
Cattle.

XXXVII. It shall not be lawful for the Company to charge in respect of the several Articles and Things, and of the several Descriptions of Animals herein-after mentioned, conveyed on the Railway, any greater Sum, including the Charges for the Use of Carriages, Waggon, or Trucks, and for locomotive Power, and all other Charges incidental to such Conveyance, (except a reasonable Sum for loading, covering, and unloading of Goods, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services, or any of them, are or is performed by the Company,) than the several Sums herein-after mentioned, *per* Mile ; (that is to say,)

For all Dung, Compost, Manure, Lime, Limestone, Salt, and all undressed Materials for the Repair of public Roads or Highways, One Penny Halfpenny *per* Ton :

For



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For all Coals, Coke, Culm, Charcoal, Cinders, building, pitching, and paving Stones, Dress Bricks, Tiles, Slates, Clay, Sand, Ironstone, Iron Ore, Pig, Bar, Rod, Hoop, Sheet, and all other similar Descriptions of Wrought Iron, and Castings not manufactured into Utensils or other Articles of Merchandise, Twopence *per* Ton :

For all Sugar, Grain, Corn, Flour, Dyewoods, Earthenware, Timber, Staves, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, Threepence *per* Ton :

For all Cotton and other Wools, Hemp, Flax, Hides, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, or Things, Fourpence *per* Ton :

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, Sixpence ; and One Penny Halfpenny for every additional Quarter of a Ton, or fractional Part of a Quarter of a Ton, which any such Carriage may weigh :

For every Horse, or for any other Animal for which a Horse Box is required, Fourpence :

For Cattle, Twopence *per* Head :

For every Calf or Pig, Three Farthings each :

For every Sheep, Lamb, or other small Animal, Three Farthings each.

XXXVIII. The following Provisions and Regulations shall be applicable to the fixing of the Tolls and maximum Charges hereinbefore specified ; (that is to say,) Regulations  
as to Charges  
for short  
Distances.

For Persons, Animals, Articles, and Things conveyed on the Railway for a less Distance than Four Miles, the Company may demand the same 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 on Animals, Articles, and Things for such Fraction in proportion to the Number of Quarters of a Mile contained therein ; and if there shall 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 One Mile :

For a Fraction of a Ton the Company may demand Tolls and Charges according to the Number of Quarters of a Ton in such Fraction ; and should 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 :



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

As to fractional Parts of a Penny in Tolls on the Railway.

XXXIX. In all Cases in which there shall be a fractional Part of a Penny in the Amount of the Tolls, Rates, or Charges leviable or demandable by the Company for the Conveyance of Passengers, Cattle, and Goods upon the Railway by this Act authorized, or any Part thereof, the Company may demand and receive One Penny in lieu of such fractional Part.

Tolls for small Parcels and Articles of great Weight.

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

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

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

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

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

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

And for Parcels exceeding Fifty-six Pounds but not exceeding Five hundred Pounds in Weight, the Company may demand any Sum they may think fit; but Articles 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 Carriage, shall exceed Four Tons, but shall not exceed Eight Tons, the Company may demand such Sum as they may think fit, not exceeding Twelvence *per Ton per Mile*.

Power to charge for Goods by Agreement with the Owners.

XLI. The Company may and they are hereby authorized and empowered, by Agreement with the Owner or Owners or Person or Persons in charge of Goods of any Description, to demand and recover, in respect of the Conveyance of such Goods (other than small Parcels) by Passenger Trains, and of small Parcels by Express Trains, or by reason of any other special Service performed by the Company in



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in relation thereto, any increased Rates or Charges over and above the Rates and Charges by this Act limited or authorized to be received and taken in respect of any such Goods.

XLII. The Company may and they are hereby authorized and empowered to demand and recover any reasonable Sum for the Use of Engines and Carriages for Special Trains, other than Express or Ordinary Trains, on the said Railway or any Part thereof.

Restriction  
not to apply  
to Special  
Trains.

XLIII. No Carriage shall bear at any One Time upon the Railway or any Part thereof, including the Weight of such Carriage, more than the Weight of Eight Tons, without the special Leave and Licence of the Company.

As to Weight  
to be car-  
ried.

XLIV. The *Great Western* Railway Company and the *Bridport* Railway Company may from Time to Time enter into Agreements for all or any of the following Purposes; (that is to say,)

Power for the  
Great West-  
ern and Brid-  
port Railway  
Companies  
to enter into  
Traffic Ar-  
rangements.

The Use and Working by the *Great 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 *Great Western* Railway Company of the whole or any Part of the Traffic upon the Railway:

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 or Purchase by the *Great Western* Railway Company of the Rolling or Working Stock belonging to the Company, or any Part of such Stock:

The Management, Maintenance, and Repair of the Railway:

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

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 *Wilts, Somerset, and Weymouth* Railway, or other Railways of the *Great Western* Railway Company, to and along the Railway, or any Part thereof, or which may be conveyed upon and from the Railway to and along the *Wilts, Somerset, and Weymouth* Railway, or other Railways of the *Great Western* Railway Company, or any Part of such Railway or Railways:

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:

[Local.]

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*The Bridport Railway Act, 1855.*

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 such Agreement.

Duration of Agreement to be approved by Board of Trade.

Agreements not to affect Persons not Parties thereto.

XLV. No such Agreement shall be for more than Ten Years, nor shall have any Operation until the same shall have been approved of by the Board of Trade, nor shall in any Manner alter any of the Tolls, Rates, or Charges which the said Companies shall for the Time being be respectively authorized to demand 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 it may relate, upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as if no such Agreement had been entered into; but the said Board shall not approve such Agreement without being satisfied that the same has been assented to by a Majority of Three Fifths of the Votes of the Shareholders of the several Companies Parties thereto, present personally or by Proxy at a Meeting of each of such Companies specially convened for that Purpose.

During Agreement Railways to be considered as One.

XLVI. In estimating the Toll or Charge to be paid in respect of Articles or Persons conveyed partly upon the *Wilts, Somerset, and Weymouth* Railway and partly upon the Railway by this Act authorized, during the Continuance in force of any such Agreement as aforesaid, the Distance traversed shall be reckoned continuously on both Railways as if the said Railways were One Railway; and if the entire Distance traversed shall be less than Six Miles the Railway by this Act authorized shall be considered as Part of the *Wilts, Somerset, and Weymouth* Railway.

Appointment of Joint Committee for carrying Agreement into effect.

XLVII. The said Companies may by any such Agreement appoint a Joint Committee, composed of such Number of Directors of each of the said Companies as they may think proper, and from Time to Time may alter, vary, and renew any such Committee as Occasion may require, and may regulate the Proceedings of such Committee, and delegate to such Committee all such Powers of the said Companies respectively as may be necessary or expedient for carrying into effect such Agreement; and every such Committee may exercise the Powers so delegated to them in like Manner as the same might have been exercised by the said Companies respectively or their respective Directors.

XLVIII. At



*The Bridport Railway Act, 1855.*

XLVIII. At the Expiration of the said Agreement the said Companies, with the Consent 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 said Purposes; but before such Companies shall enter into any such further Agreement, Notice thereof shall be given by Advertisement, in a Form to be approved of by the Board of Trade, inserted once in each of Three successive Weeks in some Newspaper published in the County of *Dorset*, and in some Morning daily Newspaper published in *London*; 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 of by the Board of Trade.

Agreement may be renewed with the Approval of the Board of Trade after public Notice has been given.

XLIX. None of the Provisions of this Act with respect to the Use, working, or managing of the Railway by the *Great Western* Railway Company, or with respect to the Interchange of Traffic between that Company and the *Bridport* Railway Company, shall have any Operation unless the Contracts or Arrangements intended to be made for such Purposes respectively shall have been approved by Three Fifths of the Votes of the Shareholders present, personally or by Proxy, at a Meeting of the Company specially convened for that Purpose.

Working Arrangements, &c. not to take effect unless approved by Three Fifths of the Shareholders.

L. Such Meeting shall be convened by Advertisement inserted for Two successive Weeks in a Morning Daily Newspaper published in *London*, and in some Newspaper published in the County of *Dorset*, the last of which Insertions shall be not less than Seven Days before such Meeting, and also by a Circular addressed to each Shareholder entitled to vote at Meetings of the Company, to be served in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices requiring to be served by the Company upon the Shareholders.

Meeting how to be convened.

LI. Nothing herein contained shall prejudice or diminish any of the Rights, Powers, Privileges, or Authorities vested in the *Great Western* Railway Company by virtue of the Acts relating to such Company, or otherwise, excepting in so far as expressly provided by this Act.

Saving Rights of *Great Western* Railway Company.

LII. 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 the Fourth Year of the Reign of Her said Majesty, intituled *An*

Railway Company to be subject to the Provisions of 1 & 2 Vict. Act c. 98.,



*The Bridport Railway Act, 1855.*

3 & 4 Vict.  
c. 97.,  
5 & 6 Vict.  
c. 55.,  
7 & 8 Vict.  
c. 85.,  
9 & 10 Vict.  
c. 57.,  
14 & 15 Vict.  
c. 64., and  
17 & 18 Vict.  
c. 31.

*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 present Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the Session of Parliament held in the Fourteenth and Fifteenth Years of the Reign of Her present Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways*; and another Act was passed in the Session of Parliament held in the Seventeenth and Eighteenth Years of the Reign of Her present Majesty, intituled *An Act for the better Regulation of the Traffic on Railways and Canals*: Be it enacted, That nothing in this Act contained shall exempt the Railway or the Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect of the Railway and Company so far as the same shall be applicable thereto.

Railway not  
exempt from  
Provisions  
of future  
General  
Acts.

LIII. Nothing herein contained shall be deemed or construed to exempt the Railway 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, 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 or of the Rates for small Parcels authorized by this Act.

Expenses of  
Act.

LIV. All the Costs, Charges, and Expenses of and incidental to the obtaining of this Act, and preparatory thereto, shall be paid by the Company.

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LONDON:

Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,  
Printers to the Queen's most Excellent Majesty. 1855.