



ANNO VICESIMO & VICESIMO PRIMO

VICTORIÆ REGINÆ.

Cap. xcvi.

An Act to empower the *Staines, Wokingham, and Woking* Railway Company to make a Railway to connect the *Reading, Guildford, and Reigate* Railway with the *Great Western* Railway; and for other Purposes. [27th July 1857.]

WHEREAS by "The *Staines, Wokingham, and Woking* Railway Act, 1853," the *Staines, Wokingham, and Woking* Railway Company (herein-after called "the Company") were incorporated, with a Capital of Three hundred thousand Pounds, divided into Fifteen thousand Shares of Twenty Pounds each, and with Power to borrow Ninety thousand Pounds, and were authorized to make a Railway from *Staines* in the County of *Middlesex*, to join the *Reading, Guildford, and Reigate* Railway at *Wokingham* in the County of *Berks*, and to join the *London and South-western* Railway at *Woking* in the County of *Surrey*, and were also authorized to run over, work, and use the Portion of the *Reading, Guildford, and Reigate* Railway between the before-mentioned Point of Junction of their Railway therewith and the Terminus of the *Reading, Guildford, and Reigate* Railway in the Town of *Reading*: And whereas by "The *Staines, Wokingham, and Woking* Railway Amendment Act, 1855," Variations in the Mode of crossing and dealing with certain

16 & 17 Vict.
c. lxxxv.

Reading Railways Junction Act, 1857.

Roads as shown on the Sections referred to in the before-recited Act were authorized, and the said Power of running over, working, and using the before-described Portion of the *Reading, Guildford, and Reigate* Railway was declared to extend to the Railway Station and Works by the *South-eastern Railway (Reading Extension) Act, 1853*, authorized to be made: And whereas the Construction of a Railway by the Company from the *Reading, Guildford, and Reigate* Railway in the Parish of *Saint Lawrence Reading*, to join the *Great Western* Railway in the Parish of *Tilehurst* in the County of *Berks*, would be of great public Advantage: And whereas the Company are willing to carry such Undertaking into execution if authorized so to do, and to raise further Money for that Purpose: And whereas the Undertaking of the Company, as by the before-recited Acts authorized, communicates with the Undertaking of the *London and South-western* Railway Company, and as by this Act authorized will communicate with the Undertaking of the *Great Western* Railway Company, and might be advantageously worked by those Companies, or One of them: 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 Commons, in this present Parliament assembled, and by the Authority of the same, as follows (that is to say,)

Short Title.

I. In citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "*Reading Railways Junction Act, 1857.*"

8 & 9 Vict.
cc. 18. & 20.
incorporated.

II. "*The Railways Clauses Consolidation Act, 1845,*" and "*The Lands Clauses Consolidation Act, 1845,*" (except so much of those Acts as is expressly altered by this Act,) shall be incorporated with and form Part of this Act.

Interpretation
of
Terms.

III. In construing this Act and (in connexion with this Act) the Acts and Parts of Acts incorporated herewith the following Words and Expressions shall have the respective Meanings hereby assigned to them, unless there be something in the Subject or Context repugnant to or inconsistent with such Construction; (that is to say,)

The Expression "the Special Act" shall mean this Act:

The Expression "the Company," and the Expression "the Promoters of the Undertaking," respectively, shall mean the *Staines, Wokingham, and Woking* Railway Company:

The Expression "the Undertaking" shall mean all the Railways, Works, and Undertaking of the Company as by this Act and the recited Acts authorized:

The Expression "the Railway" shall mean the Railway by this Act authorized, and the Works connected therewith.

IV. The

Reading Railways Junction Act, 1857.

IV. The Company may raise (in addition to the Sums of Money which they are already authorized to raise) any further Sum, not exceeding Forty thousand Pounds, by the Creation of new Shares in their Undertaking of such Amount as will allow the same to be conveniently apportioned or disposed of according to the Resolutions of any Ordinary or Extraordinary Meeting of the Company.

Power to raise additional Money by new Shares.

V. Any such new Shares which may be apportioned by the Order of any such Meeting among the then Shareholders shall be offered to them by Letter under the Hand of the Secretary given to or sent by Post addressed to each Shareholder according to his Address in the Register of Shareholders, or left at his usual or last known Place of Abode; and every such Offer made by Letter sent by Post shall be considered as made on the Day on which the Letter containing the same ought in the ordinary Course of Delivery to reach the Person to whom it is addressed.

New Shares how offered to existing Shareholders.

VI. Such last-mentioned new Shares shall vest in and belong to the then Shareholders who shall accept the same, and pay the Value thereof to the Company at the Time and by the Instalments which shall be fixed by the Directors; and if any then Shareholders for One Month after such Offer of new Shares fail to accept the same and pay the Instalments called for in respect thereof, the Directors may dispose of the same in such Manner as they may deem most for the Advantage of the Company.

Vesting or other Disposition of such Shares.

VII. The Amount of any One Call to be made upon the Proprietors of the new Shares created under the Powers of this Act shall not exceed Three Pounds *per* Share, and there shall be an Interval of Two Calendar Months at least between every Two successive Calls.

Limit of Amount and Number of Calls.

VIII. Every Person who becomes entitled to any new Share shall in respect of the same be a Shareholder in the Undertaking, and shall be entitled to a Dividend with the other Shareholders proportioned to the whole Amount for the Time being paid up on such Share.

Dividends of new Shareholders.

IX. All such new Shares of the Amount of Twenty Pounds each shall confer the same Qualifications and Rights of voting as the now existing Shares, and all new Shares of any other Amount shall confer on the respective Holders thereof Qualifications and Rights of voting in proportion to the aggregate nominal Value of such new Shares held by them respectively, and not in proportion to the Number of or the Amount paid on such new Shares; and for the Purpose of Qualifications and Rights of voting, every entire Sum of Twenty Pounds of such aggregate nominal Value shall be considered as equivalent

Qualifications of new Shareholders.

Reading Railways Junction Act, 1857.

valent to One Share of Twenty Pounds in the Capital of the Company; and no Holder of new Shares shall have any Qualification or Right of voting in respect of any Number of new Shares constituting in aggregate nominal Value any Fraction of Twenty Pounds.

Receipts for
Persons
under Dis-
ability.

X. The Receipt of the Guardian of any Shareholder being a Minor, or the Committee of any Shareholder being an Idiot, Lunatic, or Person *non compos mentis*, shall be sufficient Discharge to the Company for any Money payable to such Shareholder.

Subscription
Contract to
be valid.

XI. The Subscription Contract which, pursuant to the Standing Orders of Parliament, was entered into with respect to the Undertaking authorized by this Act previously to the Commencement of the last Session of Parliament, shall be as valid and shall be construed as if this Act had been passed in the said last Session.

Power to
borrow on
Mortgage.

XII. The Company may borrow on Mortgage or Bond any additional Sum of Money not exceeding Thirteen thousand Pounds, but no Part of that Sum shall be borrowed until the whole of the additional Capital of the Company herein-before authorized to be raised shall have been subscribed for, and One Half of the entire Capital for the Time being of the Company shall have been actually paid up.

Priority of
existing
Mortgages.

XIII. All Mortgages granted by the Company before the passing of this Act, and which shall be in force at the Time of the passing of this Act, shall have Priority over all Mortgages granted by virtue of this Act.

Application
of Sums
raised under
this Act.

XIV. All and every Part of the Moneys which the Company are by this Act authorized to raise by new Shares or on Mortgage or Bond, shall be applied only to the Purpose by this Act authorized.

Application
of existing
Funds.

XV. The Company may apply to the Purposes by this Act authorized any Part of the Moneys by the firstly-recited Act authorized to be raised, and which may not be required for the Purposes of the recited Acts.

8 & 9 Vict.
c. 16. incor-
porated with
this Act.

XVI. The Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the Distribution of the Capital of the Company into Shares, with respect to the Transfer or Transmission of Shares, with respect to the Payment of Subscription and the Means of enforcing the Payment of Calls, with respect to the Forfeiture of Shares for the Nonpayment of Calls, with respect to the borrowing of Money by the Company on Mortgage or Bond, with respect to the Conversion of borrowed Money into Capital, with respect to the Consolidation of Shares into Stock, and with respect to the making of Dividends, shall be incorporated with this Act, and shall

Reading Railways Junction Act, 1857.

shall respectively apply to all Shares created, and to all Mortgages and Bonds granted and Moneys borrowed under the Powers of this Act; and the several Words and Expressions to which by that Act Meanings are assigned, shall in the said incorporated Clauses and Provisions have the respective Meanings so assigned to them, unless other Meanings be assigned to them by this Act.

XVII. And whereas Plans and Sections of the proposed Railway showing the Line and Levels thereof respectively, and also Books of Reference thereto containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and Occupiers of the Lands through which the same are intended to pass, have been deposited with the Clerk of the Peace for the County of *Berks*: Therefore, subject to the Powers of Deviation, Provisions, and Restrictions in this Act and the said incorporated Acts contained, the Company may make the said intended Railway in the Line and upon the Lands delineated upon those Plans, and described in those Books of Reference, and according to the Levels shown on those Sections, and may enter upon, take, and use such of the said Lands as may be necessary for the Purposes of the Railway.

Works to be made according to deposited Plans.

XVIII. The Railway shall commence by a Junction with the *Reading, Guildford, and Reigate* Railway in the Parish of *Saint Lawrence Reading* in the County of *Berks*, and shall terminate in the Parish of *Tilehurst* in the same County, by a Junction with "The *Great Western* Railway."

Line of Railway.

XIX. Provided always, notwithstanding anything herein contained, That it shall not be lawful for the Company to construct so much of the Railway as extends between the proposed Junction with the *Great Western* Railway and a Point to the East of the said Junction, marked One Mile Six Furlongs on the said deposited Plans, or to acquire any of the Lands shown on the said deposited Plans, for the Purposes of so much of the Railway as aforesaid, except with the Consent of the *Great Western* Railway Company, for a Period of One Year from and after the passing of this Act, and that if the *Great Western* Railway Company shall, within the Period so limited, construct a Railway upon the Narrow Gauge in continuation of the Rails upon that Gauge at present laid upon their Railway, so as to communicate with the Railway hereby authorized at the Point before mentioned, or at some other Point within the Limits of Deviation shown upon the said deposited Plans Eastward of the said Point marked One Mile Six Furlongs, then and in that Case the Company shall not be entitled to carry into effect the Powers hereby granted for making so much of the Railway as aforesaid; and provided also, that all necessary Sidings, Platforms, and other Conveniences for the

Suspending in a certain Event the Power of the Company to make a Portion of the Railway.

Reading Railways Junction Act, 1857.

Accommodation and Interchange of Traffic shall be constructed at the said Point of Junction according to Plans to be approved by the Engineer of the *Great Western* Railway Company and the Company respectively; or failing, Agreement to be approved by the Board of Trade, or by an Arbitrator to be appointed by that Board, at the joint Cost of the Two Companies; and the said Board or the said Arbitrator, as the Case may be, shall also in case of Difference have Power to determine by which of the said Companies and in what Proportions the Expense of the said Sidings, Platforms, and other Conveniences shall be paid, and also the Terms and Conditions on which the same shall be used for the Accommodation and Interchange of Traffic.

Provision for
Interchange
of Traffic.

XX. If the *Great Western* Railway Company shall construct that Portion of the Railway by this Act authorized which lies to the North of the *Great Western* Railway, then the Interchange of Traffic between the *Great Western* Railway and the Railways of the Company, and the *South-eastern* Railway Company, shall be at the Point of Junction herein-before mentioned, to the South of the *Great Western* Railway.

As to Works
for Drain-
age, &c. in
Borough of
Reading.

XXI. And whereas the Railway by this Act authorized is intended to be carried, for the whole Length thereof, through the Borough of *Reading* by means of an Embankment, and it is expedient that Provision should be made against obstructing thereby the Drainage and Sewerage of the said Borough, and for regulating the crossing of certain Roads in the said Borough: Therefore the Company shall, in constructing the Railway, or after the Completion thereof, as the Case may be, observe the following Directions and Regulations:

They shall, wherever the Railway shall cross any existing Water-course, Brook, or Stream within the said Borough, construct and at all Times hereafter maintain in good Repair a Culvert for the Passage of the Water of such Watercourses, Streams, or Brooks under the Railway of the Diameter of Four Feet at the least:

They shall also, during the making of the Railway, construct such and so many additional Culverts, Arches, Tunnels, Drains, or other Passages in or under the Embankment to be made for the Railway, in such Places and Manner and of such Dimensions as shall be mutually agreed upon between the Company and the Local Board of Health for the District of the Borough of *Reading*, or as, in case of Difference, shall be settled by Arbitration in the Manner provided by "The Railways Clauses Consolidation Act, 1845," with respect to the Settlement of Disputes by Arbitration, and shall, at all Times after the Construction of such additional Culverts, Arches, Tunnels, Drains, or other Passages, maintain the same in good Repair:

If

Reading Railways Junction Act, 1857.

If at any Time hereafter the Local Board shall deem it expedient for Purposes of Drainage or Sewerage to construct further Works in addition to those which the Company are by this Act required to construct, the Company shall afford all reasonable Facilities for the Construction thereof at the Cost of the Local Board, and shall permit the Local Board to enter upon their Railway and Lands adjoining thereto for such Purpose :

Provided, that the Local Board shall not, in constructing such further Works, interfere with the Use of the Line of the Railway, and that such further Works shall be constructed under the Superintendence of the Engineer of the Company ; but in case of any Difference between the said Local Board and the Engineer as to such further Works, the same shall be settled by Arbitration in manner before mentioned :

They shall at all Times hereafter permit the said Local Board to have free Access to and to use all or any of the Culverts, Arches, Tunnels, Drains, or other Passages before mentioned or referred to, for the Purposes of the Drainage and Sewerage of the said Borough, in such Manner as the said Local Board shall from Time to Time deem expedient :

In carrying the Railway across the public Road or Highway in the said Borough called or commonly known as "the *Caversham Road*," the present Level of the said Road shall be preserved, and the Bridge for carrying the Railway over the said Road shall be constructed with a clear Headway of not less than Sixteen Feet above the present Level of the Road, and with a Span of not less than Forty Feet (including the Footway) :

In carrying the Railway across the Two public Footpaths in the said Borough herein-after mentioned respectively ; (that is to say,) the Footpath commonly called or known as "the *Vastern Footpath*," and the Footpath leading from the *Forbury* in the said Borough to the Racecourse in the said Borough, and also to *Lower Caversham* in the County of *Oxford*, the present Level and Width of such Footpaths respectively shall be preserved, and the Railway shall be carried over each of such Footpaths by means of an Arch with a clear Headway of Ten Feet at the least :

Provided always, that the Directions and Regulations contained in this Section shall extend and apply to the *Great Western Railway Company*, and be observed by them, if they shall construct a Railway in manner herein-before mentioned or referred to.

XXII. The Powers of the Company for the compulsory Purchase of Lands for the Purpose of making the Railway by this Act authorized shall not be exercised after the Expiration of Three Years from the passing of this Act. Powers for compulsory Purchases limited.

XXIII. The

Reading Railways Junction Act, 1857.

As to Completion of Railway.

XXIII. The Railway shall be completed within Three Years from the passing of this Act, and on the Expiration of that Period all the Powers hereby granted to the Company for making the Railway by this Act authorized shall cease to be exercised.

As to Junction with other Railways.

XXIV. All Communications between the Railway hereby authorized and the Railways of any other Company shall be effected in a substantial and workmanlike Manner by means of Connexion Rails and Points, of the Construction and laid down in the Manner most approved from Time to Time, and in each Case to the reasonable Satisfaction of the principal Engineer for the Time being of the Company with whose Railway the Communication shall be effected.

Provisions as to Expense of Junction.

XXV. Except as herein otherwise provided, the Expense of the Communications hereby authorized with the Railways of other Companies, and of all necessary Openings in the Rails thereof respectively, and of all other Works which may from Time to Time be requisite for effecting, altering, amending, repairing, and maintaining such Rails and Points, and of watching, regulating, and adjusting the same, and the Passage of the Traffic there, shall be borne and paid by the Company; and every such Communication, and the Openings and other Works connected therewith, shall not only be in the first instance made and done, but also shall from Time to Time be altered, amended, repaired, and maintained to the reasonable Satisfaction of the principal Engineer for the Time being of the Company with whose Railway such Communication shall be effected, and in such Manner and Form, and by such Ways and Means as shall not in anywise prejudice or injure such last-mentioned Company, or (except in so far, if at all, as may be unavoidably necessary for effecting the Communication hereby authorized) impede, obstruct, or interfere with the free and uninterrupted Passage along their Railway, and the Control and Management of every such Communication, Openings, and other Works shall be and the same is hereby vested in the Company with whose Railway such Communication shall be effected, but subject to the Provision for Settlement of Differences herein-after contained.

Signals, &c. to be erected and maintained, and proper Persons to be provided to prevent Danger at Point of Junction.

XXVI. The Company shall from Time to Time erect, maintain, and alter such Signals and other Works and Conveniences, and appoint such Watchmen, Pointsmen, and other Servants as may be necessary for the Prevention of Damage to or Detention of or Interference with Traffic at or near the Junction of the *South-eastern* Railway with the Railway hereby authorized, and the Working and Management of such Signals, Works, and Conveniences, and the Control and Direction of such Watchmen, Pointsmen, and other Servants shall, in case the *South-eastern* Railway Company shall within Twelve Months from the passing of this Act so require, belong

Reading Railways Junction Act, 1857.

belong to them jointly with the Company, and in such Case the Costs and Expenses of erecting and maintaining and altering such Signals, Works, and Conveniences, and of employing and paying such Watchmen, Pointsmen, and other Servants shall be divided between the Company and the *South-eastern* Railway Company.

XXVII. If any Difference shall arise between the respective principal Engineers for the Time being of the Company and of either of the said other Companies, with respect to the Point at which any such Communication, Openings, and other Works, or any of them, are or is to be constructed, or the Mode of constructing the same, or with respect to any Alteration, Amendment, Repairs, or Maintenance thereof, or the watching, Regulation, or Adjustment thereof, or the Passage or Regulation of the Traffic there, or if any other Difference shall arise between the said Engineers or the said Companies with respect to the Expenses payable by either of the said Companies under the foregoing Provisions, or with respect to any other Matter in any way relating to or consequent upon the Construction or Use of the said Communication, Openings, and other Works, the Matters in difference shall from Time to Time be decided by an Umpire, to be appointed by the Board of Trade on the Application of either Company, whose Decision shall be binding and conclusive on both the said Companies, and whose Expenses shall be defrayed by such One of the said Companies, or by both of them, and in such Proportions, as the said Umpire shall from Time to Time direct.

For Settlement of Differences.

XXVIII. Nothing in the Act contained shall authorize this Company, further or otherwise than may be necessary for the Purposes of the Communications and Works by this Act authorized, to take or enter upon any Lands of the *Great Western* Railway Company or of the *South-eastern* Railway Company, or to vary or interfere with any Railway or Works of either of those Companies, without the Consent in Writing for that Purpose of the Company to whom such Lands, Railway, or Works respectively shall belong first had and obtained.

Not to interfere with other Lands, &c. of other Companies.

XXIX. Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, or Powers of the *Great Western* Railway Company or of the *South-eastern* Railway Company, otherwise than is herein expressly provided.

Saving Rights of other Companies.

XXX. It shall be lawful for the *South-eastern* Railway Company to run over and use with their Engines and Carriages of every Description the Railway by this Act authorized, and all Stations, Works, and Conveniences of the Company connected therewith, so far as the same may be constructed by and remain the Property of the *Staines, Wokingham, and Woking* Railway Company, on such Terms

Power to *South-eastern* Railway Company to use the Railway with their Engines and Carriages.

[Local.]

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and

Reading Railways Junction Act, 1857.

and Conditions, and on Payment of such Tolls and Charges or other Considerations as may be agreed upon, or as, in case of Difference between the Company and the *South-eastern* Company, shall be determined by the Board of Trade.

The South-eastern Railway Company to have the same Facilities over the Great Western Railway as if the Railway by this Act authorized had been their Property.

XXXI. The *South-eastern* Railway Company shall have the same Facilities with respect to Traffic passing to or from their Railway from the *Great Western* Railway, or intended for Transmission over that Railway, as they would have had under the "Railway and Canal Traffic Act, 1854," if the Railway by this Act authorized had been the Property of the *South-eastern* Railway Company: Provided always, as respects all through Traffic to or from all Places to the West of *Reading*, and passing over the Railway by this Act authorized, and over the *Great Western* Railway, and over the *Reading, Guildford, and Reigate* Railway, or the *South-eastern* Railway, to or from *London*, or within Ten Miles thereof, the Rates and Charges for such Traffic shall be fixed and settled by the *Great Western* Railway Company, at a Scale not exceeding the Rate *per* Mile charged for the same Traffic on the *Great Western* Railway, and not exceeding the maximum Rates authorized to be taken by the *South-eastern* Railway Company.

Dividend suspended, if Railway not opened within Period limited.

XXXII. And whereas the Company are possessed of a Railway opened for public Traffic: Therefore, if the Railway by this Act authorized to be constructed be not completed and opened for public Traffic within the Period by this Act limited for the Completion thereof, then from the Expiration of that Period it shall not be lawful for the Company to declare or pay any Dividend on the ordinary or unguaranteed Capital of the Company until the Railway by this Act authorized to be constructed shall have been completed and opened for public Traffic.

Tolls.

XXXIII. It shall be lawful for the Company to demand any Tolls for the Use of the Railway not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandise.

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 Coals, Coke, Culm, Charcoal, and Cinders, Compost, Dung, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of Roads or Highways, and all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone, Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Castings not manufactured into Utensils or other Articles of Merchandise, *per* Ton not exceeding Twopence; and if conveyed in Carriages belonging to the Company,

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Reading Railways Junction Act, 1857.

an additional Sum *per* Ton not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton not exceeding One Penny :

Class 2. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton not exceeding One Penny :

Class 3. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton not exceeding Fourpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton not exceeding Twopence :

Class 4. For every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than Two Tons, not exceeding Eightpence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding Twopence; and if propelled by an Engine belonging to the Company, a further Sum not exceeding Twopence; and the Sum of Threepence for every additional Quarter of a Ton or fractional Part of a Ton above Two 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 Penny for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons; and if propelled by an Engine belonging to the Company, a further Sum not exceeding One Penny for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons.

In respect of Animals conveyed on Carriages upon the Railway, as follows : Tolls for
Animals.

Class 5. For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, not exceeding Fourpence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding Twopence; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum not exceeding Twopence :

Class 6. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional

Reading Railways Junction Act, 1857.

additional Sum not exceeding One Penny; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum not exceeding One Penny:

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

Tolls for
Passengers.

In respect of Passengers conveyed in Carriages upon the Railway, as follows:

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

Regulations
as to Tolls.

XXXIV. The following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

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

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

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

Tolls for
small Parcels
and single
Articles of
great
Weight.

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

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

For any Parcel not exceeding Fourteen Pounds in Weight, One Penny;

For any Parcel exceeding Fourteen Pounds and not exceeding Twenty-eight Pounds in Weight, Threepence;

For any Parcel exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds in Weight, Sixpence;

And for Parcels exceeding Fifty-six Pounds and less than Five hundred Pounds in Weight, the Company may demand any Sum which they think fit:

Provided

Reading Railways Junction Act, 1857.

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 the Carriage of any One Boiler, Cylinder, or Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons, but shall not exceed Eight Tons, the Company may demand any Sum not exceeding One Shilling *per* Ton ; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Ton not exceeding Eightpence ; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton not exceeding Sixpence :

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

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

XXXVII. The maximum Rates of Charge to be made by the Company, including the Tolls for the Use of the Railway and 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,) Maximum
Charges for
Goods and
Animals.

For the Matters herein-before mentioned under Class 1, Fourpence *per* Ton :

For the Matters mentioned under Class 2, Fivepence *per* Ton :

For the Matters mentioned in Class 3, Sevenpence *per* Ton :

For any Carriage mentioned under Class 4, not weighing more than Two Tons, One Shilling ; and if weighing more than Two Tons, Fourpence for every Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons :

For everything mentioned under Class 5, Eightpence :

For everything mentioned under Class 6, Fourpence :

For everything mentioned under Class 7, Twopence.

XXXVIII. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers upon the Railway, including Maximum
Rates of
Charge for
Passengers.
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Reading Railways Junction Act, 1857.

cluding 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:

For every Passenger conveyed in a First-class Carriage, the Sum of Fivepence:

For every Passenger conveyed in a Second-class Carriage, the Sum of Threepence Halfpenny:

For every Passenger conveyed in a Third-class Carriage, the Sum of Twopence.

Restriction as to Charges not to apply Special Trains.

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

Company may take increased Charges by Agreement.

XL. Provided always, That nothing herein contained shall be held to prevent the Company from taking any increased Charges over and above the Charges herein-before limited for the Conveyance of Goods of any Description by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance of such Goods (except small Parcels) by Passenger or other Trains, or by reason of any other special Service performed by the Company in relation thereto.

Power to enter into Traffic Arrangements with other Companies.

XLI. The Company on the one Part, and the *London and South-western* Railway Company and the *Great Western* Railway Company, either jointly or severally, and either in and by the same Contract or otherwise, on the other Part, may from Time to Time enter into Contracts or Arrangements with respect to the following Purposes, or any of them; (that is to say,)

The Use and Working by the contracting Companies, any or either of them, of all or any Part of the Undertaking, and the Use of the Works and Conveniences belonging thereto:

The Conveyance by the Contracting Companies, or any or either of them, of the whole or any Part of the Traffic on the Undertaking, or on any Part thereof:

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

The Supply of any Rolling or Working Stock required for such Purposes:

The Management, Maintenance, and Repair of the Undertaking, or any Part thereof:

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

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Reading Railways Junction Act, 1857.

The Collection, Delivery, and general Conduct of such Traffic :
 The Fixing, Collection, Taking, and Application of the Tolls, Rates,
 and Charges arising on the Undertaking, or any Part thereof :
 The Employment of Officers and Servants :
 The Division between the contracting Companies of the Receipts
 arising from the Traffic upon the Undertaking, or any Part thereof,
 subject to any Deductions to be made therefrom, or any Rent or
 other Consideration to be paid by any or either of those Com-
 panies to the other of them by virtue of the said Contract or
 Arrangement.

XLII. Any such Contract or Arrangement shall not be for more
 than Ten Years, and shall not have any Operation until the same shall
 have been approved of by the Board of Trade ; and no such Contract
 or Arrangement as aforesaid shall in any Manner increase any of the
 Tolls, Rates, or Charges which the contracting 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 Contract or Arrange-
 ment, be entitled to the Use and Benefit of the Railways to which the
 same may relate upon Terms and Conditions at least as favourable,
 and on Payment of Tolls, Rates, and Charges at least on as low a
 Scale, as they would have been in case no Contract or Arrangement
 had been entered into : Provided always, that the said Board shall not
 approve any such Contract or Arrangement without being satisfied
 that the same has been duly assented to by a Majority of not less
 than Three Fifths of the Votes of the Shareholders of each of the
 several Companies, Parties thereto, in Special Meeting assembled for
 that Purpose.

Duration of
 Contracts ;
 to be ap-
 proved by
 the Board of
 Trade ;

not to affect
 Persons not
 Parties
 thereto.

XLIII. The contracting Companies may, by any such Contract or
 Arrangement as aforesaid, appoint a joint Committee, composed of
 such Number of Directors of those Companies as those Companies
 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 contracting Companies respectively as may be
 necessary for carrying into effect the Purposes of the said Contract or
 Arrangement, and every such joint Committee so appointed shall
 have and may exercise the Powers so for the Time being delegated
 to them, in the same Manner as the same might have been had
 and exercised by the contracting Companies respectively, or their
 respective Directors.

Joint Com-
 mittee for
 carrying
 Contracts
 into effect.

XLIV. At the Expiration of any such Contract or Arrangement,
 the Company on the one Part, and the *London and South-western*
 Railway

Contracts
 may be re-
 newed, with
 Approval of

Reading Railways Junction Act, 1857.

Board of Trade.

Notice to be given of the intended Arrangement.

Railway Company and the *Great Western* Railway Company, either jointly or severally, and either in and by the same Contract or otherwise, on the other Part, may, with the Consent in Special Meeting of the Shareholders of each of the contracting Companies respectively, and subject to the Approval of the Board of Trade, enter into a further Contract or Arrangement for all or any of the Purposes aforesaid: Provided, that before such Companies shall enter into any such further Contract or Arrangement as aforesaid, they shall give Notice of their Intention so to do 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 or circulated in each County in which any Part of the Railway or Railways to which such proposed Contract or Arrangement relates is situate; and every such Notice shall set forth within what Time and in what Manner any Company or Persons aggrieved by such proposed Contract or Arrangement, and desiring to object thereto, may bring such Objections before the Board of Trade, and no such Contract or Arrangement shall be valid at Law or in Equity until the same shall have been approved of by the Board of Trade.

Optional Contents of Contracts.

XLV. Any such Contract may or may not (at the Option of the Companies who shall be Parties thereto) include the Benefit and the Exercise and Enjoyment by the contracting Companies, or either of them, of the several Powers and Provisions given by and contained in the Two herein-before recited Acts for running over and using the *Reading, Guildford, and Reigate* Railways, and the Stations, Works, and Conveniences connected therewith, and of the several Powers and Provisions given by and contained in the firstly herein-before recited Act for the Transmission of Traffic upon the Line of the *London and South-western* Railway Company, or of any or either of the before-mentioned Powers and Provisions.

Working Arrangements not to take effect unless approved by Shareholders.

XLVI. No such Contract or Arrangement shall have any Operation or Effect unless and until the same shall have been submitted to and approved of by a Majority of not less than Three Fifths of the Votes of the Shareholders present, personally or by Proxy, at a Meeting of the Company specially convened for such Purpose.

Meeting, how to be convened.

XLVII. Such Meeting shall be called by Advertisement 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 the Company is situated, the last of which Advertisements shall be published 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

Reading Railways Junction Act, 1857.

to Notices requiring to be served by the Company upon the Shareholders.

XLVIII. The Expenses, Costs, and Charges of preparing and passing this Act, and incidental thereto, shall be paid by the Company. Expenses of the Act.

XLIX. The Company shall not, out of any Money by any Act relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, 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 created: Provided always, that the Company may pay to any such 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. No Interest or Dividend to be paid on Calls paid up.

L. The Company shall not, out of any Money by any Act relating to the Company authorized to be raised for the Purpose of such Act or Acts, pay or deposit any Sum of Money which, by any Standing Order of either Houses of Parliament for the Time being 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 Railway or to execute any other Work or Undertaking. Deposits for future Bills not to be paid out of Company's Capital.

LI. Nothing herein contained shall be deemed or construed to exempt the Company or the Railway by this Act or the said recited Acts authorized to be made from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, or of the Tolls for small Parcels, authorized by this or the recited Acts. Railway not exempt from Provisions of present and future General Acts.

LII. Nothing contained in this Act or in any of the Acts herein referred to shall authorize the said Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights in respect thereof, belonging to the Queen's most Excellent Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose (which Consent such Commissioners are hereby respectively authorized to give), or to Saving Rights of the Crown.

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Reading Railways Junction Act, 1857.

take away, prejudice, diminish, or alter any of the Estates, Rights, Privileges, Powers, or Authorities vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

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