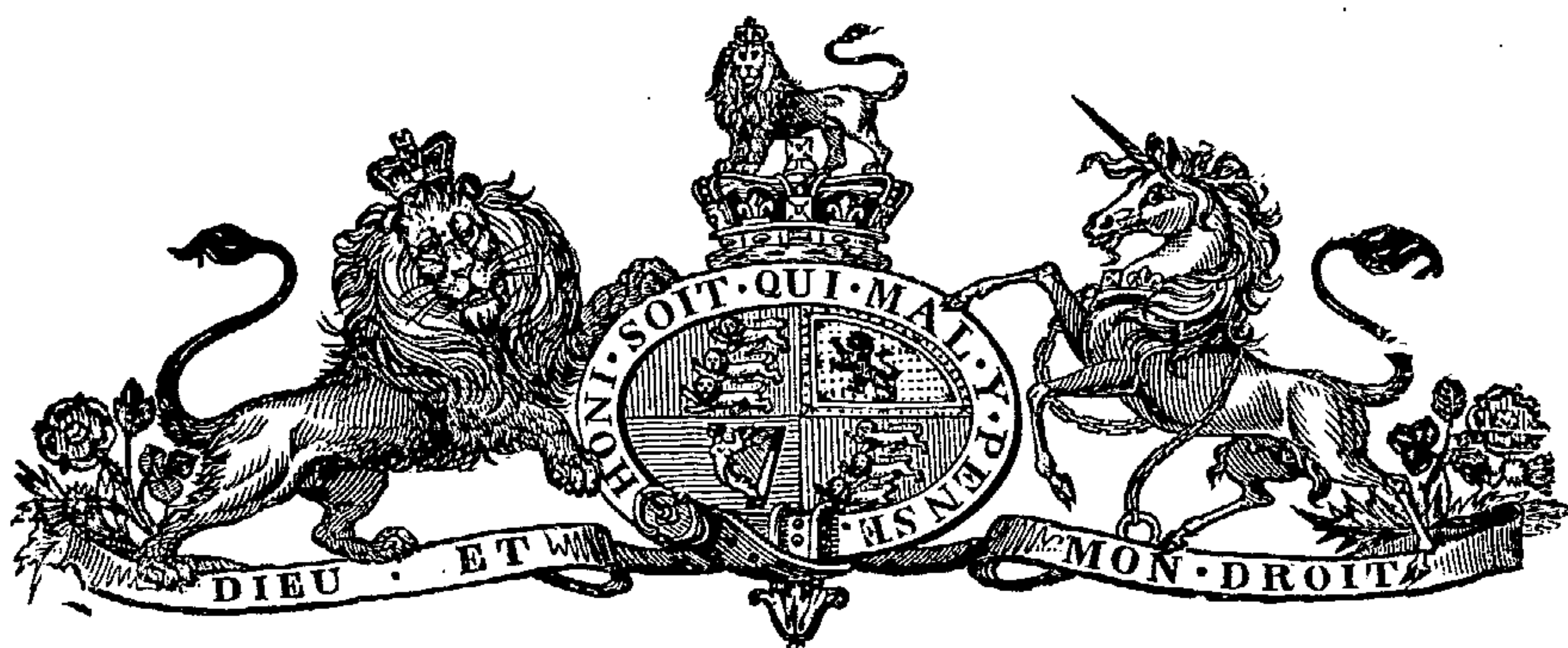




ANNO VICESIMO SEXTO & VICESIMO SEPTIMO

VICTORIÆ REGINÆ.

Cap. clix.

An Act for incorporating “The *Teign Valley* Railway Company,” and for authorizing them to make and maintain “The *Teign Valley* Railway;” and for other Purposes. [13th July 1863.]

WHEREAS the making of a Railway from the authorized Line of the *Moretonhampstead and South Devon* Railway in the Parish of *Bovey Tracey* in the County of *Devon* to the Town of *Chudleigh*, and thence to *Doddiscombsleigh* in the same County, would be of public and local Advantage: And whereas the several Persons herein-after named, with others, are willing at their own Expense to carry the same into execution: And whereas Plans and Sections showing the Line and Levels of the proposed Railway, and the Lands by this Act authorized to be acquired, and Books of Reference to those Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of those Lands, have been deposited with the Clerk of the Peace for the County of *Devon*: And whereas the Objects of this Act cannot be attained 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,)

1. This Act may for all Purposes be cited as “The *Teign Valley* Railway Act, 1863” Short Title.

[*Local.*]

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2. “The

The Teign Valley Railway Act, 1863.

8 & 9 Vict.
cc. 16. 18. &
20. and
23 & 24 Vict.
c. 106. in-
corporated.

2. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845," are (except where varied by this Act) incorporated with and form Part of this Act.

Interpreta-
tion of
Terms.

3. In this Act the Expression "the Company" shall mean the Company incorporated by this Act; the Expression "the *Moretonhampstead* Company" shall mean the *Moretonhampstead and South Devon* Railway Company; and the Expression "Superior Courts" or "Court of competent Jurisdiction," or any other like Expression, shall be read and have effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute; and the several other Words and Expressions to which by the Acts incorporated with this Act Meanings are assigned have in this Act the same respective Meanings, unless excluded by the Subject or Context.

Same
Meanings to
Words in
incorporated
Acts as this
Act.

Company in-
corporated.

4. Sir *Lawrence Palk* Baronet, *Baldwin Fulford*, *William Kitson*, *Thomas Eales Rogers*, 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 by this Act authorized, to be called "The *Teign Valley* Railway," and for other the Purposes of this Act, and for those Purposes shall be incorporated by the Name of "The *Teign Valley* Railway Company," and by that Name shall be One Body Corporate, with perpetual Succession and a Common Seal, and with Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes but subject to the Restrictions of this Act.

Capital.

5. The Capital of the Company shall be Forty-five thousand Pounds in Two thousand two hundred and fifty Shares of Twenty Pounds each.

Calls.

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

Power to
borrow on
Mortgage.

7. The Company from Time to Time may borrow on Mortgage any Sums not exceeding in the whole Fifteen thousand Pounds, but no Part thereof shall be borrowed until the whole of the Capital of Forty-five thousand Pounds is subscribed for, and One Half thereof is paid up, and the Company have proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of the Capital has been subscribed for or taken, and is held by the Subscribers or their Assigns, and that for such Capital such Subscribers or their Assigns are legally liable.

8. The

The Teign Valley Railway Act, 1863.

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

Interest not to be paid on Calls paid.

9. The Company shall not, out of any Money by this Act authorized to be raised, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway, or execute any other Work or Undertaking.

Deposits for future Bills not to be paid out of Capital or Loan.

10. All and every Part of the Money raised under this Act, whether by Shares or borrowing, shall be applied only for the Purposes of this Act.

Application of Monies.

11. Subject to the Provisions herein-after contained for increasing the Number of Directors, the Number of Directors shall be Five, and the Quorum of a Meeting of Directors shall be Three.

Number of Directors.
Quorum.

12. It shall be lawful for the Company from Time to Time to increase the Number of Directors, provided that the increased Number be not more than Seven.

Power to increase Number of Directors.

13. Sir *Lawrence Palk* Baronet, *Baldwin Fulford*, *William Kitson*, and *Thomas Eales Rogers* shall be the First Directors of the Company.

First Directors.

14. The Qualification of a Director shall be the Possession in his own Right of not less than Twenty-five Shares.

Qualification of Directors.

15. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting held after the passing of this Act, and at that Meeting the Shareholders present, personally or by proxy, may either continue in Office the Directors appointed by this Act, or any of them, or the Meeting may elect a new Body of Directors, or so many Directors as are required to supply the Place of those not continued in Office, the Directors appointed by this Act being, if qualified, eligible for Re-election.

Election of Directors.

16. At the First Ordinary Meeting to be held in every Year after the First Ordinary Meeting the Shareholders present, personally or by proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned,

Subsequent Election of Directors.

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resigned, shall continue to be Directors until others are elected in their Stead in manner provided by "The Companies Clauses Consolidation Act, 1845."

Newspaper
for Adver-
tisements.

17. The Newspaper for Advertisements shall be any Newspaper published in the County of *Devon*.

Power to
take Lands.

18. Subject to the Provisions of this Act and of the Acts incorporated herewith, the Company may from Time to Time enter upon, take, and use all or any of the Lands defined on the deposited Plans, and described in the deposited Books of Reference.

Power to
make
Railway
according to
deposited
Plans.

19. Subject to the Provisions of this Act and of the Acts incorporated herewith, the Company may from Time to Time make and maintain in the Line and according to the Levels shown on the deposited Plans and Sections, and in and upon the Lands which the Company are by this Act authorized to enter upon, take, and use, the Railway following, with all proper Stations, Approaches, Works, and Conveniences connected therewith ; (that is to say,)

Description
of Works
authorized.

A Railway commencing by a Junction with the authorized Line of the *Moretonhampstead and South Devon* Railway in the Parish of *Bovey Tracey* in the County of *Devon* at or near a Point thereon Three Miles Five Furlongs and Ninety-two Yards or thereabouts from the Commencement thereof, as shown upon the Plans referred to in and deposited for the Purposes of "The *Moretonhampstead and South Devon* Railway Act, 1862," and which Point is distant Five hundred and ninety Yards or thereabouts in a South-westerly Direction from a Bridge called *Jews' Bridge*, and terminating in the Parish of *Doddiscombsleigh* in the same County in a Field belonging to Sir *Lawrence Palk* Baronet, and numbered 43 on the Tithe Map of that Parish.

Regulating
Inclinations
of certain
Roads.

20. As regards the Road next herein-after mentioned the Company may make that Road, when altered for the Purposes of this Act, of any Inclination not steeper than the Inclination herein-after mentioned ; (that is to say,)

Number of Road on deposited Plan.	Parish.	Description of Road.	Intended Inclinations.
1	Trusham - -	Parish Road -	1 in 11

Power
to alter
Engineering
Works.

21. Notwithstanding anything in "The Railways Clauses Consolidation Act, 1845," contained, the Company in the Construction of the Railway by this Act authorized may deviate from the Line and Levels of

The Teign Valley Railway Act, 1863.

of any Arches, Tunnels, or Viaducts described in the deposited Plans or Sections, so as the Deviations be made within the Limits of Deviation shown on those Plans, and subject to the Limitations contained in the Eleventh, Twelfth, and Fifteenth Sections of that Act, and so as the Nature of the Work as described be not altered, or they may substitute any other Engineering Work not shown on those Plans or Sections, instead of a Tunnel, Viaduct, Arch or Arches, as shown thereon, provided that every such Substitution be authorized by a Certificate of the Board of Trade; and the said Board is hereby empowered to grant such Certificates, provided it shall appear to the Board upon due Inquiry that the Company has acted in the Matter with good Faith, and that the Owners, Lessees, and Occupiers of the Land in which the Substitution is intended to be made consent thereto, and also that the Safety and Convenience of the Public will not be diminished thereby: Provided that nothing herein contained shall take away or affect any of the Powers given to the Company or to the Board of Trade by the Eleventh, Twelfth, Fourteenth, or Fifteenth Sections of "The Railways Clauses Consolidation Act, 1845."

22. The Railway shall be constructed, maintained, and worked upon the Broad Gauge. Gauge of Railway.

23. The Company may do all such Acts and Works as are necessary in order to effect the Communications hereby authorized between the Railway hereby authorized and the Railway of the *Moretonhampstead* Company, and such Communications shall be effected in a substantial Manner by means of Connexion Rails and Points of the Construction and laid in the Manner which the Engineer for the Time being of that Company may from Time to Time approve and require, and shall be executed to his Satisfaction in all respects: Provided always, that in case of Difference between such Engineer and the Engineer of the Company with respect to any Works for effecting such Communications, the same shall be determined by an Engineer to be appointed by the Board of Trade. As to Communications with Moretonhampstead and South Devon Railway.

24. The Expenses of the Communications hereby authorized with the *Moretonhampstead and South Devon* Railway, and of all Works which may from Time to Time be requisite for effecting and amending such Communications, shall be borne and paid by the Company; and such Communications and Works shall be in the first instance made, and be afterwards from Time to Time repaired and maintained, under the Direction and Superintendence and to the reasonable Satisfaction of the Engineer for the Time being of the *Moretonhampstead* Company, and in such Manner and by such Ways and Means respectively as shall not injure the Railway with which the Junction is made, or impede or interfere with the free, uninterrupted, and safe Passage along the same. Expenses of Communications to be borne by the Company.

[Local.]

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25. The

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Provision as
to Signals,
Watchmen,
&c. to pre-
vent Danger
at Points of
Junction.

25. The *Moretonhampstead* Company may from Time to Time erect maintain, and alter such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Pointsmen, and other Servants, as that Company may deem necessary for the Prevention of Damage to, or Detention of, or Interference with Traffic at or near the Junction between their Railway and 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 belong to that Company; and all the Costs and Expenses during each Half Year of erecting and maintaining and altering such Signals, Works, and Conveniences, and of employing and paying such Watchmen, Pointsmen, and other Servants, shall, at the Expiration of each Half Year, be repaid by the Company on Demand, and in default the Amount of such Costs and Expenses may be recovered from the Company in any Court of competent Jurisdiction: Provided always, that whenever any Dispute shall arise between the Companies as to the Necessity for any such Signal, Work, or Convenience, or the Appointment of any such Watchman, Pointsmen, or other Servant, such Dispute may, at the Instance of either Company, be referred to the Board of Trade; and if the Board of Trade shall determine that the Signal, Work, or Convenience, or the Appointment of any such Watchman, Pointsmen, or other Servant, which may be the Subject of Dispute, is unnecessary for the Prevention of Danger or Obstruction to or Interference with Traffic at or near the *Moretonhampstead and South Devon* Railway, the Company shall not be liable for any Costs, Expenses, or Wages with respect to the erecting, maintaining, working, or Management of such Signal, Work, or Convenience, or the Employment of such Watchman, Pointsmen, or other Servant, anything herein-before contained to the contrary notwithstanding.

Saving
Rights of
Moreton-
hampstead
Railway
Company.

26. Nothing in this Act contained shall prejudice, diminish, alter, or take away any of the Rights, Privileges, or Powers vested in or belonging to the *Moretonhampstead* Company otherwise than is herein expressly provided.

Lands for
extra-
ordinary
Purposes.

27. The Company may purchase by Agreement, in addition to the Lands by this Act authorized to be purchased compulsorily, any Quantity of Land for the extraordinary Purposes specified in "The Railways Clauses Consolidation Act, 1845," not exceeding Two Acres.

Power for
compulsory
Purchases
limited.

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

Period for
Completion
of Works.

29. The Railway shall be completed within Five Years after the passing of this Act, and on the Expiration of that Period the Powers by this Act granted to the Company for executing the same, or otherwise in relation

The Teign Valley Railway Act, 1863.

relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

30. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of the Reign of Her present Majesty, Chapter Twenty, a Sum of Three Thousand Three hundred and Sixty Pounds, being Eight *per Cent.* on the Amount of the Estimate of the Railway by this Act authorized, has been deposited with the Court of Chancery in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Sum so deposited as aforesaid, or the Interest or Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened their 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 Sum so 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 Sum so deposited shall have been executed by the Company, with One or more Surety or 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 the Payment to Her Majesty, Her Heirs or Successors, of the Sum so deposited if the Company shall not, within the Time limited for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interest and

Deposit
Money not to
be repaid
until Line
opened or
Half of the
Capital
paid up and
expended,
except on
Execution of
Bond, &c.

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and 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 Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest and 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.

Tolls.

31. The Tolls following may be demanded for the Use of the Railway; (that is to say,)

Tonnage on
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 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 and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all 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, or to any other Company from Time to Time working the Railway under any Contract with the Company, an additional Sum *per Ton per Mile* not exceeding Three Farthings; and if propelled by an Engine belonging to the Company, or to any other Company so working the Railway, a further Sum *per Ton per Mile* not exceeding Three Farthings:

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

Class 3. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, *per Ton per Mile* not exceeding Fourpence; and if conveyed in Carriages belonging to the Company, or to any other Company so working the Railway, an additional Sum *per Ton per Mile* not exceeding One Penny; and if propelled by an Engine belonging to the Company, or to any other Company so working the Railway, a further Sum *per Ton per Mile* not exceeding One Penny:

Class

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Class 4. And for every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, *per* Mile not exceeding Threepence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, or to any other Company so working the Railway as aforesaid, an additional Sum *per* Ton *per* Mile not exceeding One Penny Halfpenny; and if propelled by an Engine belonging to the Company, or to any other Company so working the Railway, a further Sum *per* Mile not exceeding One Penny Halfpenny; and the Sum of One Penny Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton which any such Carriage may weigh.

In respect of Animals conveyed in 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, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, or to any other Company so working the Railway, an additional Sum *per* Mile not exceeding One Penny; and if such Carriage be propelled by an Engine belonging to the Company, or to any other Company so working the Railway, an additional Sum *per* Mile not exceeding One Penny:

Class 6. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, the Sum of One Penny Halfpenny *per* Mile; and if conveyed in any Carriage belonging to the Company, or to any other Company so working the Railway, an additional Sum *per* Mile not exceeding Three Farthings; and if such Carriage be propelled by an Engine belonging to the Company, or to any other Company so working the Railway, an additional Sum *per* Mile not exceeding Three Farthings:

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

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

For every 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, or to any other Company so working the Railway, an additional Sum *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, or to any

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other Company so working the Railway, an additional Sum *per* Mile not exceeding One Halfpenny.

Regulations
as to the
Tolls.

32. 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 Railway for a less Distance than Four Miles the Company may demand Tolls and Charges as for Four Miles:

For a Fraction of a Ton the Company may demand Toll 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.

33. With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may demand Tolls not exceeding the following; (that is to say,)

For the Carriage of small Parcels on the Railway or any Part thereof, as follows:

For any Parcel not exceeding Seven Pounds in Weight, Three-pence;

For any Parcel not exceeding Fourteen Pounds in Weight, Five-pence;

For any Parcel not exceeding Twenty-eight Pounds in Weight, Sevenpence;

For any Parcel not exceeding Fifty-six Pounds in Weight, Nine-pence;

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

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 single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which including the Carriage shall exceed Four Tons, but shall not exceed Eight Tons, the Company may demand any Sum not exceeding One Shilling *per* Ton *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, or to any other Company from Time to Time working the Railway under

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under any Contract with the Company, an additional Sum *per* Ton *per* Mile not exceeding Fourpence; and if propelled by an Engine belonging to the Company, or to any other Company so working the Railway, 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, Stone, or other single Article, the Weight of which with the Carriage shall exceed Eight Tons, the Company may demand such Sums as they shall think fit.

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

35. The maximum Rates of Charge to be made 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: Maximum Rates of Charge for Passengers.

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 forming Part of a mixed Train the Sum of One Penny Halfpenny *per* Mile.

36. The maximum Rate of Charge to be made for the Conveyance of Animals and Things on 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 (except a reasonable Sum for loading, covering, and unloading of Goods at any Terminal Station of such 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 performed by the Company, or any other Company so working the Railway as aforesaid), shall not exceed the Amounts following; (that is to say,) Maximum Charges for Goods and Animals.

For the Matters mentioned under Class 1, One Penny Halfpenny *per* Ton *per* Mile:

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

For the Matters mentioned under Class 3, Fourpence *per* Ton *per* Mile:

For any Carriage mentioned under Class 4, not weighing more than One Ton, Sixpence *per* Mile; and if weighing more than One Ton, One

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One Penny Halfpenny *per* Mile for every Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons :

For everything mentioned under Class 5, Fourpence *per* Mile :

For everything mentioned under Class 6, Twopence *per* Mile :

For everything mentioned under Class 7, One Penny Halfpenny *per* Mile.

Terminal
Station.

37. No Station is to be considered a Terminal Station in regard to any Goods conveyed on the Railway which have not been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered therefrom to the Consignee.

Restriction
as to Charges
not to apply
to Special
Trains.

38. 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 Railway, in respect of which the Company, or any other Company so working the Railway as aforesaid, may make such Charges as they respectively think fit, but shall apply only to the Ordinary and Express Trains appointed from Time to Time by such Company for the Conveyance of Passengers and Goods upon the Railway.

Company
may take
increased
Charges by
Agreement.

39. This Act or anything therein shall not prevent the Company, or any other Company so working the Railway as aforesaid, from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Goods of any Description, by Agreement with the Owners or Persons in charge thereof, or in respect to the Conveyance of any Animals or Goods (other than small Parcels) by Passenger Trains, or by reason of any special Service performed by such Company in relation thereto.

Railway not
exempt from
Provisions of
present and
future Gene-
ral Acts.

40. This Act or anything herein contained shall not exempt the, Railway to which this Act relates from the Provisions of any General Act relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or the Revision or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges by this Act authorized, or of the Rates for small Parcels hereby authorized.

Expenses of
Act.

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

LONDON :

Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1863.