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# VICTORIÆ REGINÆ.

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## *Cap. ccxx.*

An Act to authorize the Construction of a Railway in the County of *Northampton*, to be called "*The Northampton and Banbury Junction Railway*;" and for other Purposes.

[28th July 1863.]

**W**HEREAS the Construction of the Railway herein-after described would be of great public and local Advantage: And whereas the several Persons in this Act named, with others, are willing at their own Expense to construct the same, and it is expedient that they be incorporated with the necessary Powers for that Purpose: And whereas Plans and Sections showing the Line and Levels of the Railway, and the Lands by this Act authorized to be acquired for the Purposes thereof, and Books of Reference to such 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 *Northampton*: And whereas it is also expedient that the Company and the *London and North-western* Railway Company should be authorized to enter into Traffic and Working Agreements: 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

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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. **1.** This Act may for all Purposes be cited as the "*Northampton and Banbury Junction Railway Act, 1863.*"

8 & 9 Vict. cc. 16. 18. & 20. and 23 & 24 Vict. c. 106. incorporated. **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.

Interpretation of Terms. **3.** The several 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, and the Expression "Superior Courts" or "Court of competent Jurisdiction," or any other like Expression in this Act, 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.

Company incorporated. **4.** *Alexander Beattie, Cooke Baines, William Gregory, Robert Stanton Wise, George James Eady,* and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway, and for other the Purposes of this Act, and for those Purposes shall be incorporated by the Name "*Northampton and Banbury Junction 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 One hundred and forty thousand Pounds in Fourteen thousand Shares of Ten Pounds each.

Calls. **6.** Two Pounds a Share shall be the greatest Amount of a Call, and Three Months at least shall be the Interval between successive Calls, and Four Fifths 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 Forty-six thousand six hundred Pounds, but no Part thereof shall be borrowed until the whole of the Share Capital of One hundred and forty thousand Pounds is subscribed for, and One Half thereof is paid up, and the Company have proved to the Justice who

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who is to certify under the 40th Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of such Capital has been subscribed for *bonâ fide*, and is held by the Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable.

8. The Mortgagees of the Company may enforce Payment of the Arrears of Interest or of Principal and Interest due on their respective Mortgages by the Appointment of a Receiver, and the Amount to authorize a Requisition for a Receiver shall be Four thousand Pounds. Arrears may be enforced by Appointment of a Receiver.

9. The Company shall not, out of any Money by this Act authorized to be raised by Calls 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 always, 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 up.

10. 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.

11. 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.

12. The Number of Directors shall be Five: Provided always, that the Company from Time to Time may reduce and increase the Number of Directors within the Limits of Six as the Maximum and Four as the Minimum. Number of Directors.

13. The Quorum of a Meeting of Directors shall be Three. Quorum.

14. *Alexander Beattie, Cooke Baines, William Gregory, Robert Stanton Wise, and George James Eady* shall be the First Directors of the Company. First Directors.

15. The Qualification of a Director shall be the Possession in his own Right of not less than Thirty Shares in the Capital of the Company. Qualification of Directors.

16. 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 Election of Directors.

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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.

Subsequent  
Election of  
Directors.

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

First  
Meeting.

**18.** The First Ordinary Meeting of the Company shall be held within Nine Months after the passing of this Act.

Quorum for  
General  
Meetings.

**19.** The Quorum for every Meeting of the Company, whether ordinary or extraordinary, shall be Ten Shareholders present personally or by proxy, and holding in the aggregate not less than Ten thousand Pounds in the Capital of the Company.

Requisition  
for Extra-  
ordinary  
Meeting.

**20.** The Number of the Shareholders on whose Requisition an Extraordinary Meeting may be required to be convened shall be at least Ten Shareholders holding in the aggregate not less than Ten thousand Pounds in the Capital of the Company.

Newspaper  
for Adver-  
tisements.

**21.** The Newspaper for Advertisements shall be any Newspaper published in the County of *Northampton*.

Power to  
take Lands.

**22.** 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 said Plans, and described in the said Books of Reference.

Power to  
make Rail-  
way accord-  
ing to  
deposited  
Plans.

**23.** Subject to the Provisions of this Act, the Company may from Time to Time make and maintain in the Line and according to the Levels shown on the said 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,)

A Railway commencing in the Parish of *Blisworth* by a Junction with the Siding on the West Side of the *London and North-western* Railway at or near the *Blisworth* Station of that Railway, and terminating

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nating in the Parish of *Gretworth*, otherwise *Greatworth*, by a Junction with the *Banbury* Extension of the *Buckinghamshire* Railway about Forty Yards Eastward of the Bridge which carries the public Road from *Marston St. Lawrence* to *Farthinghoe* over the said *Banbury* Extension Railway in the County of *Northampton*.

24. The Company may make the public Road numbered on the said Plans 16<sup>A</sup> in the Parish of *Stuchbury*, when altered for the Purposes of this Act, of any Inclination not steeper than One in Thirteen, Regulating Inclination of a certain Road.

25. In carrying the Railway over the under-mentioned Roads the Company may make the Arches for carrying the Railway over those Roads of such Width as the Company think fit, not being less than the Width herein-after stated; (that is to say,) Width of Arches for carrying Railway over Roads.

No. on Plan.	Parish.	Description of Road.	Width of Arch.
12	Tiffield - -	Public - -	20 Feet.
22 } 2 } 16 <sup>A</sup>	Abthorpe - - } Wappingham - - }	Public - - -	20 Feet.
23	Stuchbury - -	Public - - -	20 Feet.
	Gretworth - -	Public - - -	20 Feet.

26. The Company may make the Roadway over the Bridges by which the following Roads will be carried over the Railway of such Width between the Fences thereof as the Company think fit, not being less than the respective Widths hereafter specified; (that is to say,) Width of Roadway over Bridges.

No. on Plan.	Parish.	Description of Road.	Width between Fences.
7	Blisworth - -	Public - - -	20 Feet.
1	Gayton - - -	Public - - -	20 Feet.
27	Gayton - - -	Public - - -	20 Feet.
1-3	Tiffield - - -	Public - - -	20 Feet.
21	Tiffield - - -	Public - - -	20 Feet.
44	Towcester - -	Public - - -	20 Feet.
14	Bradden - - -	Public - - -	20 Feet.
23	Wappenham - -	Public - - -	20 Feet.
5-4 <sup>A</sup>	Helmdon - - -	Public - - -	20 Feet.
34-41	Helmdon - - -	Public - - -	20 Feet.
1	Gretworth - -	Public - - -	20 Feet.

27. Notwithstanding anything in "The Railways Clauses Consolidation Act, 1845," contained, the Company in the Construction of the Railway may deviate from the Line and Levels 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 Power to alter Engineering Works.

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subject to the Limitations contained in the 11th, 12th, and 15th 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 11th, 12th, 14th, or 15th Sections of "The Railways Clauses Consolidation Act, 1845."

Junctions with London and North-western and Banbury Extension Railways to be made by means of Sidings.

**28.** Notwithstanding the Junctions shown on the said deposited Plans, the Company shall make the Junctions both at *Blisworth* and with the said *Banbury* Extension by means of Sidings at such Places as the *London and North-western* Railway Company (being also Lessees of the *Buckinghamshire* Railway and its *Banbury* Extension) shall agree to, and not otherwise, unless the *London and North-western* Railway Company shall, by Writing under their Common Seal, agree to some other Mode of Communication; and all Works required for effecting such Junctions upon or affecting the Lands or Works of the *London and North-western* Railway Company and the *Buckinghamshire* Railway Company shall be made according to the Plans first approved by the Engineer for the Time being of the *London and North-western* Railway Company, and shall be executed under his Superintendence and Control, and at the Expense of the Company.

Signals to be erected, &c. and Persons appointed, by London and North-western Company at Points of Junction.

**29.** The *London and North-western* Railway Company may from Time to Time erect, maintain, and alter such Signals and Conveniences incident to the Junctions, and appoint and remove such Watchmen, Switchmen, or other Persons, as they may deem necessary for the Prevention of Danger to, Detention of, or Interference with the Traffic at or near the said Junctions; and the Working and Management of such Signals, Works, and Conveniences, and the Control and Direction of such Watchmen, Pointsmen, and other Persons, whether on the Land of the *London and North-western* Railway Company or of the *Buckinghamshire* Railway Company, or on the Land of the Company, shall belong exclusively to the *London and North-western* Railway Company; and all the Expense during each Half Year of erecting, altering, repairing, and maintaining such Signals, Works, and Conveniences, and the Wages of such Watchmen, Pointsmen, and other Persons, and all incidental current Expenses, shall at the End of every Half Year be repaid by the Company to the

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*London and North-western Railway Company*, and in default of such Repayment the Amount of such Expenses and Wages may be recovered by the *London and North-western Railway Company* from the Company in any Court of competent Jurisdiction.

30. Nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company to take or enter upon or use, either permanently or temporarily, any of the Lands belonging to the *London and North-western Railway Company*, or to the *Buckinghamshire Railway Company*, or to alter, vary, or interfere with the *London and North-western Railway* or the *Banbury Extension* of the *Buckinghamshire Railway*, or any of the Works thereof respectively, further or otherwise than is necessary for the proper and convenient Junctions as aforesaid between their said Railways and the Railway hereby authorized, without the Consent in Writing in every Instance for that Purpose first had and obtained of the *London and North-western Railway Company*.

Company not to take Lands of London and North-western or Buckinghamshire Companies without Consent.

31. Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, or Powers of the *London and North-western Railway Company*, or of the *Buckinghamshire Railway Company*, otherwise than is herein expressly provided.

Saving Rights of London and North-western and Buckinghamshire Companies.

32. 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.

Lands for extraordinary Purposes.

33. 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.

Powers for compulsory Purchases limited.

34. The Railway shall be completed within Five Years after the passing of this Act, and on the Expiration of that Period the Powers by this Act granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Period for Completion of Works.

35. 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, Twelve thousand and seventy-five Pounds Five Shillings and Threepence Three *per Centum* Bank Annuities, equal in Value to the Sum of Eleven thousand two hundred Pounds, being Eight *per Centum* on the Amount of the Estimate of Expense of the Railway by this Act authorized, has been transferred into the Name of the Accountant General of the Court of Chancery in respect of the Application to Parli-

Security for Completion of Railway.

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ment for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Sum of Stock so transferred as aforesaid, or the 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 of Stock so transferred as aforesaid, and the 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 of Stock so transferred as aforesaid 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 of Stock so transferred as aforesaid 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 Stock so transferred as aforesaid, and the Dividends thereof, shall be transferred and paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, or the Executors or Administrators of such Survivor, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the



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the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Stock so transferred as aforesaid, and the 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.

**36.** The Company may demand any Tolls for the Use of the said Tolls. Railways not exceeding the following; (that is to say,)

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

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

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

Class 3. 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 Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding Three Farthings; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding Three Farthings:

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

Class 5. And for every Carriage of whatever Description (not being a Carriage adapted and used for travelling on a Railway, and not weighing

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weighing more than One Ton), *per* Mile not exceeding Fourpence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Penny; and the Sum of One Penny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh:

Tolls for  
Animals.

In respect of Animals conveyed in Carriages upon the Railways, as follows:

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

Class 7. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, not exceeding Twopence *per* Mile; and if conveyed in any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding Three Farthings:

Class 8. For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile not exceeding One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing:

Tolls for  
Passengers.

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

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, an additional Sum *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Penny.

Regulations  
as to the  
Tolls.

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

For Articles or Persons conveyed on the Railways for a less Distance than Four Miles the Company may demand as for Four entire Miles:

For a Fraction of a Mile beyond Four Miles, or beyond any greater Number of Miles, the Company may demand Tolls and Charges in respect of Goods and Minerals for such Fraction in proportion to the

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the Number of Quarters of a Mile contained therein, and the Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile, and in respect of Passengers a Fraction of a Mile shall be considered as One Mile :

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.

**38.** 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 :

Maximum Rates of Charges 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, the Sum of One Penny Halfpenny *per* Mile.

**39.** The maximum Rate of Charge to be made by the Company 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 Duty or Business of a Carrier, where such Services or any of them are 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, not exceeding One Penny Halfpenny *per* Mile :

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

For the Matters mentioned under Class 3, not exceeding Threepence *per* Ton *per* Mile :

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

For any Carriage mentioned under Class 5, not weighing more than One Ton, not exceeding Sixpence *per* Mile ; and if weighing more than

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than One Ton, not exceeding One Penny Halfpenny *per* Mile for every Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton :

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

For everything mentioned under Class 7, not exceeding Twopence Halfpenny *per* Mile :

For everything mentioned under Class 8, not exceeding One Penny *per* Mile.

Terminal  
Station.

40. 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 thereat to the Consignee.

Tolls for  
small Parcels  
and single  
Articles  
of great  
Weight.

41. And with respect to small Packages and single Articles of great Weight, notwithstanding the Rates of Tolls prescribed by this Act, the Company may lawfully demand Tolls not exceeding the 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, Threepence :

For any Parcel exceeding Seven Pounds and not exceeding Fourteen Pounds in Weight, Fivepence :

For any Parcel exceeding Fourteen Pounds and not exceeding Twenty-eight Pounds in Weight, Sevenpence :

For any Parcel exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds in Weight, Ninepence :

And for any Parcel exceeding Fifty-six Pounds in Weight but not exceeding Five hundred Pounds in Weight the Company may demand any Sum which they may think fit: Provided always, that Parcels sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Terms shall apply only to single Parcels in separate Packages :

For the Carriage of any 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 Sixpence *per* Ton *per* Mile :

For the Carriage of any 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 any Sum they may think fit.

Passengers  
Luggage.

42. Every Person travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twenty Pounds in Weight

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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.

43. 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.

Restriction as to Charges not to apply to Special Trains.

44. 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.

Company may take increased Charges by Agreement.

45. The Company and the *London and North-western* Railway Company may respectively from Time to Time enter into Contracts and Agreements with each other with respect to the following Purposes, or any of them ; (that is to say,)

Power to enter into Traffic Arrangements with *London and North-western* Company.

The Working, Use, Maintenance, and Management of the Railway and Works of the Company by the *London and North-western* Railway Company :

The Supply of Rolling Stock and Plant, and Employment of Officers and Servants for the Conveyance and Conduct of the Traffic on the Railway :

The Payments to be made and the Conditions to be performed with respect to such Working, Use, Maintenance, and Management :

The Interchange, Accommodation, and Conveyance of Traffic coming from or destined for the respective Undertakings of the contracting Companies, and the Division and Appropriation of the Revenue arising from that Traffic.

46. During any such Working Agreement, in estimating the Tolls and Charges to be paid in respect of Articles or Persons conveyed over any Part of the Railways of the contracting Companies, the Distances traversed shall be reckoned continuously on such Railways as if those Railways were One Railway; and in estimating the Amount of Tolls and Charges in respect of Traffic conveyed partly on the Railway of the Company and partly on the Railway of the *London and North-western* Railway Company for a less Distance than Four Miles, Tolls and

Railways to be deemed continuous.

[Local.]

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Charges

*Northampton and Banbury Junction Railway Act, 1863.*

Charges may only be charged as for Four Miles, and for each Mile or Fraction of a Mile beyond Four Miles as for One Mile only for Passengers, and for each Quarter of a Mile or Fraction thereof as for a Quarter of a Mile for Animals, Minerals, and Goods; and no other Short-distance Charge shall be made in respect of the Carriage of Passengers, Animals, Minerals, or Goods passing on both of the said Railways.

Conditions  
of such  
Agreements.

**47.** Every such Working Agreement shall be subject to the Approval of the Board of Trade; and no such Agreement shall in any Manner increase or diminish, alter or affect, any of the Tolls, Rates, or Charges which the Companies Parties thereto are from Time to Time respectively authorized and entitled to demand or take from any Person, but all other Persons shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railways to which the Agreement relates on the same Terms and Conditions, and on Payment of the same Tolls and Charges, as if the Agreement were not entered into.

To be first  
approved  
by Share-  
holders.

**48.** No such Agreement shall have any Operation or Effect unless and until it be submitted to and approved by not less than Three Fifths of the Votes of the Shareholders present, personally or by proxy, at Extraordinary Meetings of the respective Companies Parties to such Agreement specially convened for the Purpose.

Agreements  
between  
Companies  
may be  
modified if  
required by  
the Board of  
Trade.

**49.** If at the Expiration of Ten Years from the making of any such Agreement, for which the Approval of the Board of Trade is required by this Act, and so from Ten Years to Ten Years, the Board of Trade are of opinion that the public Interests are injuriously affected by any of the Terms or Conditions thereof, the Board of Trade may require the Parties thereto to modify the Terms and Conditions of the Agreement in such Manner as the Board of Trade may think necessary for removing the public Injury, and the Agreement shall be modified accordingly.

Public  
Notice at  
Expiration  
of decennial  
Period.

**50.** The Company, previously to the Expiration of each decennial Period, shall give such public Notice as the Board of Trade may prescribe that the Board is about to enter on the said Revision, and will entertain Complaints with a view to the Removal of any Evil resulting to the Public from any such Arrangement.

Saving  
existing  
Rights to  
contract.

**51.** Nothing in this Act contained shall lessen or invalidate the Right to make Contracts which the Company may derive from the Acts relating to the Company, or from "The Railways Clauses Consolidation Act, 1845," or from the General Law.

Appoint-  
ment of  
Joint Com-

**52.** The contracting Companies may, by any such Contract or Agreement, appoint a Joint Committee composed of such Number of the respective

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*Northampton and Banbury Junction Railway Act, 1863.*

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respective Directors or Officers of those Companies as they may respectively 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 such Contract or Agreement; and every such Joint Committee so appointed shall have and may exercise the Powers so for the Time being delegated to them in like Manner as the same might have been had and exercised by the contracting Companies respectively, or their respective Directors.

mittee for carrying Agreements into effect.

**53.** 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 thereby authorized.

Railway not exempt from Provisions of present and future General Acts.

**54.** 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.

Expenses of Act.

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LONDON :

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

