



ANNO NONO & DECIMO

VICTORIÆ REGINÆ.

Cap. clxxii.

An Act for making a Railway from *Chesterford* to
Newmarket, with a Branch to *Cambridge*.
[16th July 1846.]

WHEREAS the making of a Railway from the *Cambridge* Line of the *Eastern Counties* Railway at or near *Chesterford* in the County of *Essex* to the Town of *Newmarket* in the County of *Cambridge*, with a Branch to the Town of *Cambridge*, would be of great public Advantage, by opening additional, certain, and expeditious Means of Communication between the said Places, and also by facilitating Communication between more distant Towns and Places: And whereas the Persons herein-after named or referred to, together with other Persons, are willing, at their own Expense, to carry such Undertaking into execution, but the same cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted

[Local.] 35 F. enacted

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

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, That the several Acts of Parliament following, (that is to say,) the Companies Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Act, 1845, and the Railway Clauses Consolidation Act, 1845, shall be incorporated with and form Part of this Act.

Short Title.

II. And be it enacted, That in citing this Act in other Acts of Parliament, and in legal Instruments and in other Proceedings, it shall be sufficient to use the Expression "The *Newmarket and Chesterford Railway Act, 1846.*"

Subscribers
incorporated.

III. And be it enacted, That the Honourable *George John Manners* commonly called Lord *George Manners*, *John Fairlie*, and *John Villiers Shelley*, and all other Persons and Corporations who have already subscribed or who shall hereafter subscribe to the said Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining a Railway from the *Cambridge Line* of the *Eastern Counties Railway* at or near *Chesterford* aforesaid to the said Town of *Newmarket*, with a Branch therefrom to the Town of *Cambridge*, with proper Works and Conveniences, according to the Provisions of the said recited Acts and of this Act, and other the Purposes herein and in the said recited Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Newmarket and Chesterford Railway Company*," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said recited Acts contained.

Capital.

IV. And whereas the estimated Expense of making the said Railway is Three hundred and fifty thousand Pounds: Be it enacted, That the Capital of the said Company shall be Three hundred and fifty thousand Pounds.

Number and
Amount of
Shares.

V. And be it enacted, That the Number of Shares into which the said Capital shall be divided shall be Fourteen thousand, and the Amount of each Share shall be Twenty-five Pounds.

Calls.

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

VII. And

VII. And be it enacted, That, notwithstanding anything in this and the said recited Acts contained or implied to the contrary, it shall be lawful for the Directors of the Company to pay and allow Interest after the Rate of Four Pounds *per Centum per Annum* on all Calls paid in respect of the Capital hereby authorized to be raised from the Date of the Payment thereof until the Completion of the Railway hereby authorized, provided that no Interest shall accrue to the Proprietor of any Share upon which any Call shall be in arrear in respect of such Share, or of any other Share held by the same Proprietor, while such Call shall remain unpaid.

Interest to be paid on Calls till Railway completed.

VIII. And be it enacted, That it shall be lawful for the Company to borrow on Mortgage or Bond any Sum not exceeding in the whole the Sum of One hundred and sixteen thousand six hundred and sixty-six Pounds Thirteen Shillings and Four-pence; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Three hundred and fifty thousand Pounds shall have been subscribed for, and One Half shall have been actually paid up.

Power to borrow Money on Mortgage.

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

Mortgagees may enforce Payment of Arrears by the Appointment of a Receiver.

X. And be it enacted, That all Meetings of the Directors and of the Shareholders of the said Company, whether ordinary or extraordinary, shall be held in *London*.

Meetings to be held in London.

XI. And be it enacted, That the Number of Directors of the said Company shall be Twelve, and the Qualification of a Director shall be the Possession in his own Right of Twenty Shares in the said Undertaking.

Number and Qualification of Directors.

XII. And be it enacted, That it shall be lawful for the Company from Time to Time to increase or reduce the Number of Directors, provided that the increased Number do not exceed Eighteen, and that the reduced Number be not less than Six.

Power to vary the Number of Directors.

XIII. And be it enacted, That the Honourable *George John Manners* commonly called *Lord George Manners*, *John Fairlie*, *John Griffith Frith*, *Hugh Pitter Fuller*, *John Gandell*, *James Hunt*, *James Lys Seager*, *John Villiers Shelley*, *Frederick Taylor*, *George Tyrrell*, *Daniel Warren*, and *Daniel Watney* shall be the first Directors of the said Company.

First Directors.

XIV. And

Quorum of
Directors.

XIV. And be it enacted, That the Quorum of a Meeting of Directors shall be Three.

Remunera-
tion of Di-
rectors and
Auditors.

XV. And be it enacted, That the Remuneration of the Directors and also of the Auditors to be appointed under the Companies Clauses Consolidation Act, 1845, shall from Time to Time be fixed by a General Meeting of the Company, and be paid out of the Funds of such Company.

Committees
of Directors.

XVI. And be it enacted, That the Number of Directors of which Committees appointed by the Directors shall consist shall be not less than Three nor more than Six, and the Quorum of such Committees shall be Two Thirds in Number of the same, but such Committees shall not have Power to make Calls for Money on the Shareholders.

Resident
Director.

XVII. And be it enacted, That the Board of Directors shall have the Power from Time to Time to appoint from among the Directors a resident Director upon such Terms as they may think fit, and to remove him from the Office when and as they may from Time to Time determine.

Newspapers
for Insertion
of Adver-
tisements.

XVIII. And be it enacted, That the Newspapers in which Advertisements relating to the Affairs of the Company are to be inserted shall be any Newspaper or Newspapers circulating in the County of *Cambridge*, and also One daily Newspaper at least published in the City of *London*.

Railway to
be made
according
to depo-
sited Plans.

XIX. And whereas Plans and Sections of the said intended Railway showing the Lines and Levels thereof, and also Books of Reference containing the Names of Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass, have been deposited with the Clerks of the Peace for the Counties of *Essex* and *Cambridge* and for the Borough of *Cambridge*: Be it enacted, That, subject to the Provisions in this Act and in the said recited Acts contained, it shall be lawful for the said Company to make and maintain the said Railway, Branch Railway, and Works in the Lines and upon the Lands delineated upon the said Plans and described in the said Books of Reference, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Line of
Railway.

XX. And be it enacted, That the said Railway shall commence by a Junction with the *Cambridge* Line of the *Eastern Counties* Railway at, in, or near the Parish of *Great Chesterford* in the County of *Essex*; and shall pass from thence in, through, over, or into the several Parishes, Townships, Hamlets, Extra-parochial or other Places following, or some of them; (that is to say,) *Great Chesterford* in the County of *Essex*, *Hinxton*, *Pampisford*, *Great Abington*, *Little Abington*, *Babraham*, *Fulbourn*, *Great Wilbraham*, *Little Wilbraham*,

ham, Westlay Waterless, Brinkley, Burrough Green otherwise Borough Green, Dullingham, Stetchworth, Wood Ditton, and Newmarket All Saints, or some or one of them, all in the County of Cambridge, and shall terminate between the upper and lower Roads leading from the Town of Newmarket to Ashley and Cheveley in the County of Cambridge, in certain Fields or Paddocks of His Grace the Duke of Rutland situate in that Part of the Parish of Wood Ditton in the said County of Cambridge which adjoins the said Town of Newmarket; and the said Branch Railway from and out of the said Main Line of Railway shall commence at, in, or near the Parish of Great Wilbraham in the County of Cambridge at or near a certain Highway called Little Field Road in Great Wilbraham aforesaid leading from Great Wilbraham into the Turnpike Road from Newmarket to Chesterford, and shall thence pass from, in, through, over, or into the several Parishes, Townships, Hamlets, Extra-parochial or other Places of Great Wilbraham, Little Wilbraham, Fulbourn, Fulbourn All Saints, Fulbourn Saint Vigors, Teversham, Cherry Hinton, and Saint Andrew the Less otherwise Barnwell, Cambridge, within the Liberty of the Borough of Cambridge, or some or one of them, all in the County of Cambridge, and shall terminate either by a Junction with the Cambridge Line of the Eastern Counties Railway, or by an independent Terminus at or near the present Station of the said Eastern Counties Railway Company for the said Town of Cambridge.

XXI. And be it enacted, That it shall be lawful for the said Company and they are hereby authorized to use the Line of the Eastern Counties Railway, and the Eastern Counties Railway Company are hereby authorized to use the Line of Railway to be constructed under the Powers of this Act; and each of the said Companies may use all Stations, Sidings, Points, Crossings, Turn-tables, Water Cranes, and Water belonging to the other of the said Companies, and shall pay to the other of them, in addition to the Tolls authorized to be raised by this Act, and by the Act incorporating the Eastern Counties Railway Company, or any Amendment thereof, such Sum or Sums of Money by way of Compensation for the Water, and for the Use of the Water Cranes or other Appurtenances, as may be agreed upon between the said Companies; and in the event of any Dispute as to the Amount of any such Compensation, the same shall be settled by Arbitration in the Manner provided by the Railway Clauses Consolidation Act, 1845, for the Settlement of Disputes.

Power to use the Line of the Eastern Counties Railway.

XXII. And be it enacted, That the Communications between the said Railway and Branch Railway and the Eastern Counties Railway at Chesterford and Cambridge shall be made at such particular Spots within the Limits of Deviation prescribed by the Railway Clauses Consolidation Act, 1845, and in such Manner as the respective Engineers of the Company by this Act incorporated and the said Eastern Counties Railway Company may agree upon, and in case of their differing in opinion, then the same shall be determined by an Engineer to be appointed by the Board of Trade.

As to Communications with the Eastern Counties Railway.

[Local.]

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XXIII. And

Lands for extraordinary Purposes.

XXIII. And be it enacted, That the Quantity of Lands to be taken by the Company for extraordinary Purposes shall not exceed Fifty Acres.

Period within which Lands are to be purchased.

XXIV. And be it enacted, That 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 from the passing of this Act.

Period for Completion of Works.

XXV. And be it enacted, That the Railway and Branch Railway shall be completed within Seven Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the recited Acts granted to the Company for executing the Railway and Branch Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway and Branch Railway as shall then be completed.

Power to cross Roads on a Level.

XXVI. And be it enacted, That, subject to the Provisions contained in the said Railway Clauses Consolidation Act, with reference to the crossing of Roads on the Level, it shall be lawful for the Company, in the Construction of the Railway, Branch Railway, and Works by this Act authorized to be made, to carry the same across and on the Level of the several Roads numbered on the said Plans as herein-after mentioned; (that is to say,)

- In the Parish of *Great Chesterford*, the Road numbered 8 :
- In the Parish of *Hinxton*, the Road numbered 10 :
- In the Parish of *Pampisford*, the Roads numbered 7 and 10 :
- In the Parish of *Babraham*, the Roads numbered 12 and 15 :
- In the Parish or Township of *Fulbourn*, the Roads numbered 1 and 14 :
- In the Parish of *Little Wilbraham*, the Roads numbered 3 and 8 :
- In the Parish of *Westley Waterless*, the Road numbered 12 :
- In the Parish of *Dullingham*, the Road numbered 8 :
- In the Parish of *Wood Ditton*, the Roads numbered 11 and 29 :
- In the Parish of *Cherry Hinton*, the Road numbered 15 :
- In the Parish of *Feversham*, the Road numbered 8 :
- In the Parish of *Fulbourn Saint Vigor's* and *All Saints*, the Roads numbered 35, 53, and 72.

Company to erect a Station or Lodge at Points of crossing.

XXVII. And be it enacted, That for the greater Convenience and Security of the Public the said Company shall erect and permanently maintain either a Station or Lodge at the Points where the said Branch Railway shall cross on the Level any of the before-mentioned Roads.

Tolls.

XXVIII. And be it enacted, That it shall be lawful for the Company to demand any Tolls for the Use of the Railway and Branch Railway, not exceeding the following; (that is to say,)

1. In

1. In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, as follows :

- (A.) For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per Ton per Mile* not exceeding One Penny ; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny ; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Penny :
- (B.) For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandize, *per Ton per Mile* not exceeding Two-pence ; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny ; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Penny :
- (C.) For all Sugar, Grain, Corn, Flour, Meal, Bread, Potatoes, Hay, Straw, Flax, Tow, Linen, or Cotton Yarn, Hides, Dyewoods, Earthenware, Timber, Stones, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* not exceeding Two-pence Halfpenny ; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny ; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Penny :
- (D.) For all Cotton and other Wools, Drugs, except Vitriol, manufactured Goods, and all other Wares, Merchandize, Fish, Articles, Matters, or Things, *per Ton per Mile* not exceeding Two-pence Halfpenny ; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny ; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Penny :
- (E.) 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, carried or conveyed on a Truck or Platform belonging to the Company, *per Mile* not exceeding Sixpence ; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Penny :

And a like Sum of Two-pence *per Mile* for every additional Quarter of a Ton, or fractional Part of a Quarter of a Ton, which any such Carriage so conveyed may weigh ; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Penny :

Tolls for
Passengers
and Cattle.

2. In respect of Passengers and Animals conveyed in Carriages upon the Railway, as follows :

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

For every Horse conveyed in or upon any such Carriage, not exceeding Five-pence *per* Mile ; and if conveyed 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, a further Sum *per* Mile not exceeding One Penny :

For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, *per* Mile not exceeding Two-pence ; 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, a further Sum *per* Mile not exceeding One Penny :

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

Maximum
Charges.

XXIX. Provided always, and be it enacted, That, notwithstanding anything herein-before contained, the maximum Charges to be made by the Company in respect of all the Tolls and Charges for the Use of the Railway and Carriages, and for the Locomotive Power on the Railway, shall in no Case, except where any Special or Extra Train may be required or allowed by the Company, exceed the Sums following ; (that is to say,)

In respect to the Carriage of Articles conveyed upon the Railway or any Part thereof, as follows :

For all Matters herein-before mentioned under the Letter (A.), Two-pence Halfpenny *per* Ton *per* Mile :

For all Matters mentioned under the Letter (B.), Three-pence Halfpenny *per* Ton *per* Mile :

For all Matters mentioned under the Letter (C.), Four-pence *per* Ton *per* Mile :

For all Matters mentioned under the Letter (D.), Five-pence *per* Ton *per* Mile :

For all Matter mentioned under the Letter (E.), Seven-pence *per* Ton *per* Mile :

In

In respect to Passengers and Animals conveyed in Carriages upon the Railway, as follows:

For every Person conveyed in a First-class Carriage, the Sum of Three-pence per Mile:

For every Passenger conveyed in a Second-class Carriage, the Sum of Two-pence per Mile:

For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny per Mile:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, the Sum of Seven-pence per Mile:

For every Ox, Cow, Bull, or Neat Cattle, the Sum of Four-pence per Mile:

For every Calf, Pig, Sheep, or Lamb, or other small Animal, the Sum of Two-pence per Mile.

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

For Articles or Persons conveyed on the Railway for a less Distance than Six Miles the Company may demand, in addition to the prescribed Tolls for Conveyance, a reasonable Charge for the Expense of stopping, loading, and unloading:

For a Fraction of a Mile beyond Six Miles, or beyond any greater Number of Miles, the Company may demand Tolls on Merchandize for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers every Fraction of a Mile beyond an integral Number of Miles shall be deemed a 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.

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

For the Carriage of small Parcels, (that is to say, Parcels not exceeding Five hundred Pounds Weight each,) the Company may demand any reasonable Sum: Provided always, that Articles sent in large aggregate Quantities, although made up of several 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 One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding One Shilling *per Ton per Mile*:

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

Passengers
Luggage.

XXXII. And be it enacted, That every Passenger travelling upon the Railway and Branch 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.

Officers of
the Univer-
sity of Cam-
bridge to
have Access
to Railway
Stations.

XXXIII. And be it enacted, That the Vice Chancellor, the Proctors, and Pro-proctors for the Time being of the University of Cambridge, with or without their Servants, and the Heads and Tutors of Colleges and Halls, and the Marshal and the Yeoman Bedel of the said University, or other Person or Persons, provided such other Person or Persons shall have been deputed by Writing under the Hand of the Vice Chancellor of the said University for the Time being, or of the Head or Governor, or, in his Absence, the Vicegerent of any College or Hall in the said University, shall at or about the Times of Trains of Carriages upon the said Railway starting or arriving, and at all reasonable Times, have free Access to every Depôt or Station for the Reception of Passengers proceeding by the Trains upon the said Railway, and to every Part thereof, and to every Booking Office, Ticket Office, or other Office or Place for Passengers upon the said Railway, wheresoever such Office or Place shall be, and shall then and there be entitled to demand and take and have, without any unreasonable Delay, from the proper Officer or Servant of the Company, such Information as it may be in the Power of any Officer or Servant of the Company to give with reference to any Passenger or Person having passed or applying to pass on the said Railway, or otherwise coming to or being in or upon the said Depôt or Station or Place, who shall be a Member of the said University, or suspected of being such; and in case the said Company or their Officers or Servants, or any of them, shall not permit such free Access to the said Depôts or Stations as aforesaid, or shall not furnish such Information

mation as herein-before mentioned, the said Officer or Servant of the said Company shall for each Default forfeit a Sum not exceeding Five Pounds.

XXXIV. And be it enacted, That if the said Vice Chancellor or Proctors or Pro-proctors for the Time being of the said University, or Heads or Tutors of Colleges and Halls of the said University, or any of them, or any other Person or Persons deputed as aforesaid, shall at any Time or Times previous to the starting of any Train of Carriages upon the said Railway, notify to the proper Officer, Book-keeper, or Servant of the said Company that any Person or Persons about to travel in or upon the said Railway is a Member of the University not having taken the Degree of Master of Arts or Bachelor in Civil Law or Medicine, and shall identify such Member to such proper Officer, Book-keeper, or Servant of the Company at the Time of giving such Notice, and require such Officer, Book-keeper, or Servant to decline to take such Member of the University as a Passenger upon the said Railway, the proper Officer, Book-keeper, or Servant of the said Company shall immediately thereupon, and for the Space of Twenty-four Hours after such Notice, Identification, and Requirement, refuse to convey such Member of the said University in or upon the said Railway, and which he is hereby authorized to do notwithstanding such Member may have paid his Fare; and in case such Member of the said University shall be knowingly and wilfully allowed to be conveyed thereon after such Notice within the Time aforesaid, the said Company shall for each Passenger so conveyed forfeit a Sum not exceeding Five Pounds: Provided always, that no Member of the University represented as such to the said Company, or any of their Officers or Servants, by the said Vice Chancellor, Proctors, Pro-proctors, Heads, or Tutors of Colleges and Halls, or other Person or Persons deputed as aforesaid, or any of them, who shall refuse to be carried by the said Company, or by any of their Officers or Servants, shall on that account be entitled to claim or recover any Damage or Compensation from the said Company, or such Officers, Book-keepers, or Servants, provided that in case such Member shall have paid his Fare the same shall have been tendered or returned to him.

Penalty for conveying Members of the University after receiving Notice from the University Authorities not to convey them.

XXXV. And be it enacted, That it shall not be lawful for the said Company to take up or set down any Person or Persons who shall be known to the Company or their Officers as Members of the University, but not having taken the Degree of Master of Arts or Bachelor in Civil Law or Medicine, on any Part of the said Railway, except at the regular appointed Stations of the Line; and in case the said Company shall take up or set down any such Person or Persons except at such regular appointed Stations of the Line, they shall forfeit a Sum not exceeding Five Pounds for each Person so taken up or set down.

Company to take up and set down Members of the University at appointed Stations only.

Penalty.

XXXVI. And be it enacted, That it shall be incumbent upon the said Company and they are hereby required from Time to Time at

Officers of the University to have

the Control of the Special Constables employed during the Construction of the Railway.

at all Times during the Progress of all or any Part of the Works in, upon, or about the said Railway within Three Miles of the Town of Cambridge, and until the Completion of the said Works and the opening of the said Railway for the Conveyance of Passengers, constantly to employ a sufficient Number of fit and proper Persons as Special Constables, whose Duty it shall be to superintend, manage, and control the Workmen engaged in or about such Works; and the said Special Constables shall be subject to the Order and Direction of the Vice Chancellor and the Proctors and Pro-proctors of the said University for the Time being; and if the Vice Chancellor of the said University for the Time being shall have Cause to think the Number of Special Constables to be employed by the Company as last aforesaid not sufficient, it shall be lawful for him to appoint such additional Number as he shall judge expedient, such Special Constables to be paid by the Company in like Manner as the Special Constables who may be employed by them.

Company not to take up or set down Passengers at the Cambridge Station between certain Hours on Sunday.

XXXVII. And be it enacted, That it shall not be lawful for the said Company, to take up or set down any Passenger or Passengers at the Cambridge Railway Station, or at any Place within Three Miles of the same, between the Hours of Ten in the Morning and Five in the Afternoon on any Sunday, unless it should happen that any Train usually arriving at or departing from the said Station at or before the said Hour of Ten in the Morning has been delayed by some unavoidable Accident; and that for every Person so taken up or set down the said Company shall forfeit a Sum not exceeding the Sum of Five Pounds, to be recoverable and levied by summary Conviction and Distress and Sale before any Justice of the Peace for the County of Cambridge not holding any Office in the said University; and that such Justice of the Peace shall have Jurisdiction whether the said Person or Persons, or any of them, shall have been taken up or set down within the Borough of Cambridge, or the Precincts of the said University, or at any Place within the said County; the said Forfeiture or Penalty to be paid and applied to and for the Benefit and Use of Addenbrooke's Hospital, or other County Charity that may in lieu thereof be hereafter from Time to Time declared for the Purpose under the Seal of the said University, and that the said Conviction may be in the following Form:

County of Cambridge } BE it remembered, That on the
to wit. } Day of in the Year of our
Lord at in the County of Cam-
bridge [the Name of the Company] were duly convicted before
me A.B., One of Her Majesty's Justices of the Peace for the said
County, of having on the Day of in the
Year of our Lord taken up divers, to wit
Passengers [or set down Passengers, or taken up
and set down Passengers, as the Case may be,]
contrary to the Form of the Statute in such Case made and provided,
and

and were adjudged and determined to have forfeited in respect thereof the Sum of to be paid and applied as the Act directs. Given under my Hand and Seal the Day of in the Year of our Lord

And that Service of any Information, Summons, or other legal Document upon any Clerk, Officer, or other Agent of the said Company at any Station of the said Company within the said County or Borough of *Cambridge* shall be sufficient Service on the said Company.

XXXVIII. And be it enacted, That nothing herein contained shall in any Manner alienate, prejudice, alter, interfere with, or impede the Exercise of any of the Rights, Privileges, or Authorities whatsoever of the said University, or of any of the Officers, Ministers, or Servants thereto belonging.

Saving the Rights of the University of Cambridge.

XXXIX. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*: Be it enacted, That nothing in this Act contained shall be held to exempt the said Railway and Branch Railway or the said Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Branch Railway and Company as far as the same shall be applicable thereto.

Railway to be subject to the Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., and 7 & 8 Vict. c. 85.

XL. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railway and Branch by this Act authorized to be made from the Provisions of any general Act relating to this Act, or of any general Act relating to Railways, which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act.

Railway to be subject to Provisions of any future general Act.

XLI. Provided always, and be it declared and enacted, That nothing in this Act contained shall extend or be construed to extend to alienate, defeat, lessen, prejudice, or derogate from any Estate, Right, Title, Interest, Franchise, Prerogative, or Authority of or appertaining to the Queen's most Excellent Majesty, Her Heirs or Successors, in right of Her Crown, or otherwise.

Saving the Rights of the Crown.

XLII. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such.

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