



ANNO DECIMO & UNDECIMO

VICTORIÆ REGINÆ.

Cap. lvii.

An Act for making a Railway from *Staines* to join the *London and South-western* Railway near *Farnborough*, with a Branch to *Chertsey*.

[25th June 1847.]

WHEREAS the making of a Railway from *Staines* in the County of *Middlesex*, to join the *London and South-western* Railway at or near *Pirbright* in the County of *Surrey*, with a Branch therefrom to *Chertsey*, would be of great public and local Advantage: And whereas the Undertaking hereby authorized to be made will be connected with the *London and South-western* Railway, and it is expedient that the Company incorporated by this Act should be authorized to sell or lease the said Undertaking to the *London and South-western* Railway Company, and that the said *London and South-western* Railway Company should be authorized to subscribe towards or to accept a Lease or Transfer of the same: And whereas the Persons hereafter named, together with other Persons, are willing at their own Expence to carry such Undertaking into execution; but the same cannot be effected without the Authority of Parliament: And whereas an Act was passed in the last Session of Parliament, called "*The London and South-western Railway, Chertsey and Egham, Act, 1846*," whereby the said *London and South-*
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western Railway Company were enabled to make a Branch from their Main Line of Railway to the Towns of *Chertsey* and *Egham*: And whereas by the Construction of the Railway hereby authorized, with the Branch therefrom to the Town of *Chertsey*, the Communication between the said Towns of *Chertsey* and *Egham* will be better effected than by the said authorized *Chertsey and Egham* Branch Railway; and it is therefore expedient that the said *London and South-western* Railway Company should be empowered and required to abandon and relinquish so much of their said authorized Branch Railway as lies between *Sweeps Lane* in the said Town of *Chertsey* and the Terminus thereof in the Parish of *Egham*: 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, That the "Companies Clauses Consolidation Act, 1845," the "Lands Clauses Consolidation Act, 1845," and the "Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act, save as to such Parts thereof as may be modified by or inconsistent with the Provisions of this Act.

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porated with
this Act.

Short Title.

II. And be it enacted, That in citing this Act in other Acts of Parliament, and in legal and other Instruments and Proceedings, it shall be sufficient to use the Expression "The *Windsor, Staines, and South-western* Railway Act (No. 2.), 1847."

Subscribers
incorporated.

III. And be it enacted, That *Frederick Ashby, James Thomas Bedborough, James Brownell Boothby, William James Chaplin* M.P., Captain *Mark John Currie*, Sir *John Easthope* Baronet M.P., *John Lewis* Count *Eyre*, Lieutenant Colonel *George Henderson*, *Henry Charles Lacy*, Colonel *George Alexander Reid*, M.P., the Honourable *Francis Scott*, M.P., and all other Persons and Corporations who have already subscribed or who shall hereafter subscribe to the Undertaking hereby authorized, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railways herein-before mentioned, and herein-after more particularly defined, with proper Works and Conveniences belonging thereto, according to the Provisions of the Acts incorporated herewith, and of this Act, and for other the Purposes herein and in the same Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Windsor, Staines, and South-western* (*Staines to Wokingham*) 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 Acts contained.

Capital.

IV. And be it enacted, That the Capital of the said Company shall be Three hundred thousand Pounds.

Number and
Amount of
Shares.

V. And be it enacted, That the said Capital shall be divided into such a Number of Shares, and each such Share shall be of such a

nominal Amount, not exceeding the Sum of Twenty Pounds, as the Directors of the Company shall fix and determine.

VI. And be it enacted, That the Directors of the Company are hereby required, within Six Months after the passing of this Act, to fix and determine the Number of such Shares, and the nominal Amount of each of them ; and thereupon the said several Shares shall be duly numbered in regular Order of arithmetical Progression, and every such Share shall always be distinguished by the Number to be originally applied to the same.

Such Number and Amount to be fixed within Six Months.

VII. And be it enacted, That Two Pounds Ten Shillings *per* Share shall be the greatest Amount of any One Call which the Company hereby incorporated may make on the Shareholders, and Fifteen Pounds of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share, and One Month at the least shall be the Interval between successive Calls.

Calls.

VIII. And be it enacted, That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said Railway Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised : Provided always, that nothing herein-before contained shall be deemed to prevent the said Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in the "Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Interest not to be paid on Calls paid up.

IX. And be it enacted, That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said Railway Company authorized to be raised for the Purposes of such Act or Acts, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament now in force or hereafter to be in force may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the said Company to construct any other Railway or execute any other Work or Undertaking.

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

X. 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 thousand Pounds ; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Three hundred thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

Power to borrow Money on Mortgage.

XI. 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 Mortgages by the Appointment of a Receiver ; and in order to authorize the Appointment of such Receiver in the event

Arrears may be enforced by Appointment of a Receiver.

event of the Principal Money due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than One Tenth Part of the Money actually borrowed.

Number and Qualification of Directors. XII. And be it enacted, That the Number of Directors shall be Seventeen, and the Qualification of a Director, except the Directors to be nominated by the Directors of the *London and South-western Railway Company* as herein-after mentioned, shall be the Possession in his own Right of Fifty Shares in the Undertaking.

First Directors. XIII. And be it enacted, That *James Brownell Boothby, William James Chaplin M.P., John Lewis Count Eyre, George Henderson, Henry Charles Lacy, William Reid, the Honourable Francis Scott M.P., Richard Edward Austen Townsend, Matthew Uzielli, Frederick Ashby, James Thomas Bedborough, William Chadwick, Mark John Currie, Charles Finch, Caleb Norris, Apsley Pellatt, and George Alexander Reid M.P.* shall be the first Directors, of whom the said *James Brownell Boothby, William James Chaplin M.P., John Lewis Count Eyre, George Henderson, Henry Charles Lacy, and William Reed, the Honourable Francis Scott M.P., Richard Edward Austen Townsend, and Matthew Uzielli* shall be considered Nominees of the *London and South-western Railway Company*.

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

Committee of Directors. XV. 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 Five, and the Quorum of such Committee shall be Three.

Committees not to make Calls. XVI. And be it enacted, That such Committees shall not be empowered to make Calls for Money on the Shareholders.

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

Power to make Railways according to deposited Plans. XVIII. And whereas Plans and Sections of the intended Railway and Branches showing the Lines and Levels thereof, and also Books of Reference thereto containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers, of the Lands through which the same are intended to pass, or which may be required to be taken for the Purposes of the Undertaking, have been deposited with the Clerk of the Peace for the County of *Middlesex*, and with the Clerk of the Peace for the County of *Surrey*; be it enacted, That, subject to the Provisions in this Act and the said Acts incorporated herewith contained, it shall be lawful for the Company hereby incorporated to make and maintain the said Railway and Branch in the Lines and upon the Lands delineated on the said Plans

Plans and described in the said Books of Reference, and according to the Levels described on the said Section, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

XIX. And be it enacted, That the Line of Railway from *Staines* to join the *London and South-western* Railway shall commence in the Parish of *Staines* in the County of *Middlesex* by a double Junction there with an intended Railway from *Richmond* to *Windsor* called "The *Windsor, Staines, and South-western* Railway (*Richmond* to *Windsor*, with Loop Line through *Brentford* and *Hounslow*)," one of such Junctions commencing in a certain Meadow and Homestead lying on the South-west Side of the *Staines and Hampton* Turnpike Road, opposite to that Part of the said Road which abuts upon *Knowle Green* in the Vicinity of the Town of *Staines*, and the other of such Junctions commencing in a certain Orchard situate in the said Parish of *Staines*, lying on the South Side of the *Staines and Bedfont* Road, at a Distance of Two hundred and twenty Yards or thereabouts West of the Junction of the said Road with the said *Staines and Hampton* Turnpike Road in the Town of *Staines* aforesaid, and to terminate by a Junction with the Main Line of the *London and South-western* Railway in the Parish of *Pirbright* in the said County of *Surrey*, at the Twenty-eighth Mile Post from *London* on the Main Line of the said *London and South-western* Railway.

Line from
Staines.

XX. And be it enacted, That such Branch Railway shall commence by a double Junction with and from and out of the Line of the said intended Railway herein-before described, one of such Junctions commencing in and issuing from the said Line in a certain Field in the said Parish of *Egham* in the Occupation of *Thomas Whitfield*, and abuts in part on the North-east Side of *Trotsworth* Farm Buildings in the said Parish of *Egham*, and on other Part on the North-east Side of the Road leading from *Thorpe Green* to *Virginia Water*, and the other of such Junctions commencing in and issuing from the said Line of the said intended Railway in a certain Field in the said Parish of *Egham* in the Occupation of the said *Thomas Whitfield*, and which said Field abuts on the South Side thereof, upon the Road leading from *Chobham* to *Egham* and *Staines*, and which said Field is distant One hundred Yards or thereabouts in a South-westerly Direction from a certain Bridge on the said Road called or known as *Waterloo Bridge*, and to terminate by a Junction with the authorized Line of the *Chertsey and Egham* Branch of the *London and South-western* Railway at *Sweeps Lane* in the Town of *Chertsey* in the said Parish of *Chertsey* in the said County of *Surrey*.

Branch to
Chertsey.

XXI. And be it enacted, That the said Railway shall be carried across the River *Thames*, about Five hundred Yards below the Road Bridge at *Staines*, by a Bridge to be constructed with Three Arches, each of not less than Seventy-five Feet Span, according to the Plan and Design to be approved of by or on the Part of the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral.

As to Con-
struction of
Bridge
across the
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XXII. And

Light to be exhibited on Bridge over the Thames.

XXII. And be it enacted, That during the Construction of the said Bridges and Works connected therewith the said Company shall cause to be hung out or exhibited, every Night from Sunset to Sunrise, a Light to be kept burning by and at the Expence of the Company, for the Navigation and safe Guidance of Vessels.

Plan of Bridge across the Thames to be approved by the Corporation of London.

XXIII. And be it enacted, That the Bridge to be erected for the Purpose of carrying the said Railway across the River *Thames* shall be constructed according to the Plan and upon the Site which has been approved by the Mayor, Aldermen, and Commons of the City of *London* in Common Council assembled, and a Copy of which Plan is to be deposited in the Office of the Town Clerk of the City of *London*, and that the Works in the River *Thames* and adjoining thereto shall be done and performed to the Satisfaction of the Clerk of the Works of the *Thames* Navigation for the Time being; and that the clear Height of the said Bridge shall not be less than One Foot above the extreme Height of the Centre Arch of the present Bridge at *Staines*, and One of the Arches on the *Surrey* Side of the said Bridge shall include the Towing Path on the Bank of the said River, with a sufficient Depth of Water for navigable Purposes; and the Foundations of the Piers and Abutments of the said Bridge shall be sufficient to allow for any future deepening of the said River to the Extent of at least Four Feet; and that the Traffic on the said River *Thames* shall not be interrupted more than may be absolutely necessary in the Erection of the said Bridge and Performance of the said Works, and that the Plan of the Coffers Dams for the Piers of the said Bridge shall be approved by the said Mayor, Aldermen, and Commons in Common Council assembled before the same shall be carried into execution.

Bed of the Thames not to be interfered with, &c.

XXIV. And be it enacted, That nothing in this Act contained shall authorize or empower the said Company to embank, encroach upon, or interfere with any Part of the Soil or Bed of the River *Thames*, or the Shore thereof, except so far as is herein-before mentioned.

Sum to be invested before Bridges commenced.

XXV. And be it enacted, That before the said Bridge shall be begun to be erected the said Company shall and they are hereby required to invest in the Three Pounds *per Centum* Consolidated Bank Annuities, in the Names of *William James Chaplin*, *Matthew Uzielli*, and *John Johnson* Esquires, Alderman, and *Anthony Brown* Esquire, Chamberlain, of the City of *London*, or the Survivors of them, the Sum of Five thousand Pounds, which Sum, when so invested, together with all Interest and Dividends to accrue therefrom, and which are hereby directed to be invested from Time to Time as they shall become payable in the said Fund, in accumulation with the said Sum of Five thousand Pounds, shall be and continue in trust for the Purposes herein-after directed concerning the same; and when and as soon as it shall appear to the Satisfaction of the said Trustees for the Time being, or the Majority of them, that the said Bridge and the Works connected therewith shall be so far erected, built, and made that the said Sum of Money so invested in
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the Three Pounds *per Centum* Consolidated Bank Annuities as herein-before directed, together with the Accumulations as aforesaid, will be sufficient to finish and complete the said Bridge and Works, then the said Trustees for the Time being shall and they are hereby authorized and required to transfer the same to the said Company, or as they shall direct, to be applied for that Purpose; and in case the said Company shall not within Five Years from and after the passing of this Act complete the said Bridge and Works, then the said Sum of Five thousand Pounds, together with the Accumulations herein-before mentioned, shall be applied in removing such Parts of the said Bridge and Works as shall or may be then erected and left unfinished, in such Manner as they the said Trustees for the Time being, or the Majority of them, shall order and direct; or in case the said Company shall at any Time after the passing of this Act neglect or omit for the Space of Six Months in succession to proceed with or make reasonable Progress in erecting, building, and making the said Bridge and Works, it shall and may be lawful for the said Trustees for the Time being, or the Majority of them, if they shall in their Discretion think proper, forthwith to apply the said Trust Funds and Accumulations in removing such Part or Parts of the said Bridge or Works as shall have been erected, built, and made, and which shall have been so left unfinished, in the same Manner as if the aforesaid Term of Five Years had actually expired.

XXVI. Provided always, and be it enacted, That nothing in this Act contained shall extend to prejudice or derogate from the Estates, Rights, Interests, Liberties, Privileges, or Franchises of the Mayor and Commonalty and Citizens of the City of *London*, or their Successors, or the Lord Mayor of the said City for the Time being, or to prohibit, defeat, alter, or diminish any Power, Authority, or Jurisdiction which at the Time of passing of this Act the said Mayor and Commonalty and Citizens, or the said Lord Mayor for the Time being as Conservator of the River *Thames*, or otherwise, did or might lawfully claim, use, or exercise.

Saving the Rights of the Corporation of London.

XXVII. And be it enacted, That the Company shall make and maintain a First-class Passenger Station on the Line of the said Railway in or near the Town of *Egham*, at such Point as shall be approved of by the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings for the Time being; and the said Company shall and they are hereby required to stop every Train, except an Express or Special Train, a reasonable Time for taking up and setting down Passengers thereat; and in case the said Company shall fail to stop any such Train thereat as herein-before provided they shall forfeit and pay to Her Majesty for every such Default the Sum of Ten Pounds, which Penalty shall and may be recovered and recoverable, by or on behalf of Her Majesty, in the same or the like Manner, and with the same or the like legal Incidents, as any Rent due to Her Majesty is or may be by Law recovered.

Station at Egham.

XXVIII. And be it enacted, That, notwithstanding any thing in this Act or in the said recited Acts, or in the Plans and Books of Reference

Railway through the Lands of

Her Majesty to be laid down according to Plans to be approved of by Commissioners of Woods, &c.

Reference herein referred to contained to the contrary, the Line of the said Railway into, through, or over the Lands of Her Majesty at or near *Egham* shall be laid down and executed in such Course and Direction, and in such Course and Direction only within the Limits of Deviation shown on the said Plans, as shall be marked out or approved of in Writing by the Commissioners for the Time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, or some Two of them, on behalf of Her Majesty, and that the said Company shall construct the said Railway in such Course and Direction as shall be so marked out and approved as aforesaid, and in none other.

Power to cross certain Roads on the Level.

XXIX. And be it enacted, That in making the said Railway and Branch, it shall be lawful for the Company to construct the said Railway and Branch across and on the Level of the following public Carriage Roads numbered on the Plan herein-before referred to, as follows; (that is to say,) No. 69. in the Parish of *Staines*, 45 in the Parish of *Egham*, 37 *a* in the Parish of *Thorpe*.

Company to erect a Station or Lodge at Point of Crossing and to abide by Regulations of Commissioners of Railways.

XXX. And be it enacted, That, for the greater Convenience and Security of the Public, the Company shall erect and permanently maintain either a Station or Lodge at the Points where the said Railway crosses the before-mentioned Roads on the Level, and the said Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Commissioners of Railways; and if the said Company shall fail to erect, or at all Times to maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Period within which Lands are to be purchased.

XXXI. 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.

Lands for extraordinary Purposes.

XXXII. And be it enacted, That the Quantity of Land to be taken by the Company for extraordinary Purposes shall not exceed Thirty Acres.

Period for Completion of Railway, &c.

XXXIII. And be it enacted, That after the Expiration of Five Years from the passing of this Act all the Powers hereby granted to the Company for making the Railway and Branch hereby authorized, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the same as shall then be completed.

XXXIV. And

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

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

Class 1. For all Coals, Coke, Culm, Charcoal, and Cinders, Com-
post, 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 other similar Descrip-
tions of Wrought Iron and Iron Castings not manufactured into
Utensils or other Articles of Merchandize, *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 ex-
ceeding One Halfpenny; and if propelled by an Engine belong-
ing to the Company, a further Sum *per Ton per Mile* not
exceeding One Halfpenny:

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 One Penny
Halfpenny; and if conveyed in Carriages belonging to the Com-
pany, 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
Halfpenny:

Class 3. For all Cotton and other Wools, Drugs, manufactured
Goods, and all other Wares, Merchandize, Fish, Articles, Matters,
or Things, *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: And

Class 4. For every Carriage, of whatever Description, not being a
Carriage adapted and used for travelling on a Railway, and not
weighing more than Two Tons, *per Mile* not exceeding Four-
pence; 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, a further Sum *per Mile* not exceeding
One Penny; 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 Two Tons which any such Carriage
may weigh; and if conveyed on a Truck or Platform belong-
ing to the Company, an additional Sum not exceeding One
Halfpenny *per Mile* for every additional Quarter of a Ton or
fractional Part of a Quarter of a Ton above Two Tons; and
if propelled by an Engine belonging to the Company, a fur-
ther Sum not exceeding One Halfpenny *per Mile* for every
additional Quarter of a Ton or fractional Part of a Quarter of a
Ton above Two Tons.

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Tolls for
Animals, &c.

In respect of Animals conveyed in Carriages upon the Railway and Branch as follows :

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 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 such Carriage be propelled by an Engine belonging to the said Company, 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, *per* Mile not exceeding One Penny ; and if conveyed in or upon 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 said Company, an additional Sum *per* Mile not exceeding One Halfpenny :

Class 7. 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 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 any Person 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 Farthing ; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

Regulations
as to the
Tolls.

XXXV. And be it enacted, That 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 Six Miles, the Company may demand Tolls and Charges as for Six Miles :

For a Fraction of a Mile beyond Six Miles, or beyond any greater Number of Miles, the Company may demand Tolls and Charges as for One Mile :

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

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

XXXVI. 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 for small Parcels and single Articles of great Weight.

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

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

For any Parcel not exceeding Twenty-eight Pounds in Weight, Two Shillings:

For any Parcel not exceeding Fifty-six Pounds in Weight, Two Shillings and Sixpence:

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

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any one Boiler, Cylinder, or 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*; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum *per Ton per Mile* not exceeding Four-pence; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding Three-pence:

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

XXXVII. And be it enacted, That every Passenger travelling upon the Railway and Branch may take with him his ordinary Luggage, not exceeding One hundred and fifty Pounds in Weight for First-class Passengers, One hundred Pounds in Weight for Second-class Passengers, and Sixty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Passengers Luggage.

XXXVIII. And be it enacted, That the maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railway and Branch, and of Carriages, and for locomotive Power, and every other Expence incidental to such Conveyance (except the loading and unloading of Goods when such Service is performed by the Company), shall not exceed the Amounts mentioned in the following Table; (that is to say,)

Maximum Charges for Goods and Animals.

For the Matters herein-before mentioned under Class 1., not exceeding Two-pence *per Ton per Mile*:

For the Matters mentioned under Class 2., not exceeding Two-pence Halfpenny *per Ton per Mile*:

For the Matters mentioned under Class 3., not exceeding Three-pence Halfpenny *per Ton per Mile*:

For

For any Carriage mentioned under Class 4., not weighing more than Two Tons, not exceeding Sixpence *per Mile*, and if weighing more than Two Tons, not exceeding Two-pence *per Mile* for every Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons :

For every thing mentioned under Class 5., not exceeding Fourpence *per Mile* :

For every thing mentioned under Class 6., not exceeding Twopence *per Mile* :

For every thing mentioned under Class 7., not exceeding One Penny *per Mile*.

Maximum Rates of Charges for Passengers.

XXXIX. And be it enacted, That the maximum Rates of Charge to be made by the Company for the Conveyance of Passengers upon the said Railway and Branch, including the Tolls for the Use of the Railway and Branch, and of Carriages, and for locomotive Power, and every other Expence incidental to such Conveyance, shall not exceed the following Sums :

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

For every Passenger conveyed in a Second-class Carriage, the Sum of One Penny Three Farthings *per Mile* :

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

Restriction as to Charges not to apply to Special Trains.

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

Company may take increased Charges by Agreement.

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

Power to South-western Company to subscribe towards the Undertaking ;

XLII. And whereas the *London and South-western Railway Company* are willing to subscribe towards the Undertaking hereby authorized ; be it therefore enacted, That it shall be lawful for the said *London and South-western Railway Company* to subscribe towards and become Shareholders in the said Undertaking to any Extent not exceeding One hundred and ninety-five thousand Pounds.

and for that Purpose to raise requisite Funds.

XLIII. And be it enacted, That for such Purpose it shall be lawful for the said *London and South-western Railway Company* to raise all or any Part of the Money authorized to be subscribed by them as aforesaid by the Creation of new Shares or Stock in the Undertaking of the said *London and South-western Railway*, of such Amount, and, except

except as herein-after mentioned, under such Conditions, and particularly as to the Dividends thereon, whether the same shall be fixed or rateable, and as to the Rights of voting and other Privileges to be conferred on the Holders of such Shares or Stock as the said *London and South-western* Railway Company, at any Special General Meeting of the Proprietors thereof respectively to be convened for the Purpose, shall determine; or it shall be lawful for the said *London and South-western* Railway Company, if they think fit, to raise the Sums agreed to be subscribed by them, or any Portion thereof, by Mortgage of their Undertaking, in like Manner and under and subject to the same Provisions as the same Company by all or any of the Acts relating to their Undertaking is authorized to raise Money by Mortgage on the Credit thereof: Provided always, that the same Company shall not raise such Sum so agreed to be subscribed by them, or any Portion thereof, by Mortgage, until the whole of their Capital for the Time being shall have been subscribed for, and One Half thereof paid up, and the same Company shall not by such Means increase the Amount which may be owing at any one Time on Mortgage of their said Undertaking beyond the Proportion of One Third of their then existing Capital.

XLIV. And be it enacted, That it shall be lawful for the said *London and South-western* Railway Company from Time to Time to nominate and appoint some one Person (whether a Shareholder or not in the Company hereby incorporated), under the Seal of the said *London and South-western* Railway Company, or under the Hand of the Chairman for the Time being of the Directors of such Company, to vote on their Behalf at any Meeting of the Company hereby incorporated, and such Person so appointed shall have the same Right of voting at such Meeting as the Company by whom he may have been appointed (except as herein-after mentioned).

Subscribing
Company
may appoint
some Person
to vote.

XLV. And be it enacted, That at the first Ordinary Meeting in every Year the Directors of the said *London and South-western* Railway Company shall be entitled to nominate from amongst the Shareholders in such Company, whether or not being Shareholders in the Company hereby incorporated, Nine Directors, and from Time to Time to remove any such Directors and to appoint others in the Stead of any such Directors who may die, or resign their Office, or be removed or become incapable of acting, or disqualified by ceasing to be a Shareholder of the said *London and South-western* Railway Company; and such of the Directors of the Company hereby incorporated as shall for the Time being be Nominees of the said *London and South-western* Railway Company, including the Persons herein-before mentioned as such Nominees, shall retire from Office at the first Ordinary Meeting of the Company hereby incorporated in every Year; and the Directors so retiring shall be re-eligible forthwith or in any subsequent Year, and in all other respects such Directors shall have the same Powers, and be subject to the same Provisions and Regulations, as the other Directors of the Company hereby incorporated: Provided always, that in case the Directors of the said *London and South-western* Railway Company shall at the first Ordinary Meeting in any Year omit to nominate a Director or Directors in the

Directors to
be appointed
by *London*
and *South-*
western
Railway
Company.

[Local].

8 X

Place

Place of any Director or Directors theretofore nominated by them, and whose Place the Directors of such Company shall be entitled to fill by a fresh Nomination as aforesaid, the Director or Directors whose Place shall be so omitted to be filled by a fresh Nomination shall remain in Office as if he or they had been duly nominated to Office at such Meeting.

Evidence of Appointment or Removal of Directors of the London and South-western Railway Company.

XLVI. And be it enacted, That any Nomination or Removal of such Director or Directors as aforesaid, authenticated by the Common Seal of the said *London and South-western Railway Company*, or by the Signature of the Chairman for the Time being of the Directors of such Company, shall, after the Deposit of such Nomination or Removal so authenticated with the Secretary of the Company hereby incorporated, be and be considered as conclusive Proof of such Nomination or Removal: Provided always, that if at any Time or Times there shall happen to be a Failure, either total or partial, in the Number of Directors which the said *London and South-western Railway Company* shall be entitled to nominate as aforesaid, the remaining other Directors shall, until such Failure shall be remedied, be competent to act as if no such Failure had happened.

South-western Railway Company not to interfere in Election of Directors.

XLVII. And be it enacted, That the *London and South-western Railway Company* shall not be entitled to vote in or otherwise influence the Election of any Director other than the Directors which the said Company are by their Act authorized to nominate as aforesaid.

Power to sell Railway.

XLVIII. And be it enacted, That, subject to the Provision hereinafter contained, it shall be lawful for the Company hereby incorporated, by and with the Authority and Approbation of Three Fifths in Value of the Proprietors present, either personally or by Proxy, at some extraordinary General Meeting of the same Company specially convened for the Purpose, to sell and transfer to the said *London and South-western Railway Company*, and for the said *London and South-western Railway Company*, by and with a like Authority on the Part of the Proprietors in the said last-mentioned Company, to purchase, the Undertaking by this Act authorized, or any Share or Interest therein, or any Portion or Portions thereof, whether before or after the Completion thereof, but subject to any Mortgages, Contracts, Agreements, or Liabilities affecting the same; and on the Completion of such Purchase (of which Completion a Transfer or Conveyance duly stamped for denoting the Payment of the full and proper Stamp Duty by Law payable in respect of the Purchase Money or other Consideration, and under the respective Corporate Seal of the Company hereby incorporated, and the Company purchasing the said Undertaking, shall be sufficient Evidence), the Company so purchasing the same may have and hold the said Undertaking, or the Share therein or Portion thereof purchased by them, and use, exercise, and enjoy, or participate in the Use, Exercise, and Enjoyment of all the Rights, Powers, and Privileges conferred by this Act on the Company hereby incorporated; and for such Purpose it shall be lawful for the said *London and South-western Railway Company*, if they see fit, by and with such Authority as aforesaid, to create such an additional Number of Shares, upon such Conditions as are herein-after in that Behalf mentioned, and to borrow such

such Sum of Money, as may be necessary for completing such Purchase, or for constructing and working the said Railway, provided the Amount to be raised by such additional Shares shall not exceed the Amount of Capital by this Act authorized to be raised for the Purposes of the said Undertaking, and that the Money so to be borrowed shall not exceed One Third of the Amount of such Capital, and that no Money whatever shall be borrowed until One Half the Money to be raised by Shares shall have been actually paid up: Provided always, that in the event of any Portion of the Undertaking by this Act authorized being purchased by the said *London and South-western* Railway Company, then from and after the Completion of such Purchase all the Powers and Authorities granted by this Act may be exercised, so far as they are applicable, by the Company to whom such Portion shall have been sold, and the Corporate Seal of the said Company be used when necessary in reference thereto, in like Manner as though such Railway Company had been originally authorized to carry the same into effect in lieu of the Company hereby incorporated; and in the event of the whole of the Undertaking by this Act authorized being purchased by the said *London and South-western* Railway Company, then from and after the Completion of such Purchase the Company by this Act incorporated shall be dissolved and cease to exist, save and except as to the Distribution and Division of the Purchase Money amongst the Parties entitled thereto, and the general Settlement of the Affairs of the Company by this Act incorporated.

XLIX. And be it enacted, That it shall not be lawful for the said *London and South-western* Railway Company, out of any Money by this Act or any other Act relating to the said Railway Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein-before contained shall be deemed to prevent the said Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in the Companies Clauses Consolidation Act, 1845, in that Behalf contained.

Interest not to be paid on Calls paid up.

L. And be it enacted, That, subject to the Provision next herein after contained, it shall be lawful for the Company hereby incorporated, with the Authority and Approbation of Three Fifths in Value of the Proprietors present either personally or by Proxy at some Extraordinary General Meeting of the Company specially convened for the Purpose, from Time to Time to demise or lease, for such Consideration or annual Rent or Reservations, and under and subject to such Clauses, Powers, Provisions, and Conditions as they shall think proper, the Undertaking by this Act authorized to be made, whether before or after the Completion thereof, or any Share or Interest therein, or any Portion of Portions thereof, unto the said *London and South-western* Railway Company for any Term which shall be agreed upon; and the said *London and South-western* Railway Company is and are hereby authorized, if they think proper,

Power to lease the Railway.

with

with the like Authority and Approbation on the Part of their Proprietors, to enter into and accept any such Lease or Leases, and such Lease or Leases shall entitle the Lessees to the free Use and Enjoyment of the said Railway, Branch, and Works connected therewith, or such Share or Interest therein, or such Portion or Portions thereof as may be included in such Lease or Leases respectively; and during the Continuance of any such Lease or Leases all the Powers, Privileges, and Authorities granted to, or which are or might be held, used, exercised, and enjoyed by, the Company by this Act incorporated, or the Directors thereof, or their Officers, Agents, or Servants, under or by virtue of this Act, shall in like Manner and to the same Extent in all respects apply to, and be held, used, exercised, and enjoyed by, the Lessees, and their Directors, Officers, Agents, and Servants, under the same Regulations and Restrictions as are granted or imposed by this Act upon the Company hereby incorporated.

Railway not to be leased unless One Half of Capital of the Companies has been actually paid up and expended.

LI. Provided always, and be it enacted, That it shall not be lawful for the Company hereby incorporated, by virtue of the Powers hereinbefore contained, to sell, demise, or lease, nor for the said *London and South-western* Railway Company to enter into or accept such Lease of the Railway hereby authorized to be made, unless it shall have been proved to the Satisfaction of the Commissioners of Railways, and certified by them under their Seal, previously to the Completion of such Sale or the Execution of such Lease, as the Case may be, that One Half of the whole Amount of the Capital exclusive of Loans by the Act or Acts relating to each of the said Companies authorized to be raised has been actually paid up and expended for the Purposes authorized by such Act or Acts respectively.

Power to enter into Contracts with the London and South-western Railway Company.

LII. And be it enacted, That it shall be lawful for the Company hereby incorporated, and for the said *London and South-western* Railway Company, to make and enter into Contracts or Agreements for effecting the Purposes aforesaid, and for constructing, working, and using the said Railway and Branch, or any Part or Parts thereof respectively, or for the Maintenance and Repair thereof, or any Part or Parts thereof respectively, as they the said Companies may respectively deem advisable, and every such Contract or Agreement may contain such Covenants, Clauses, Powers, Provisions, and Conditions as may be mutually agreed on between the said Companies.

London and South-western Railway Company to relinquish a Portion of the Chertsey and Egham Branch.

LIII. And be it enacted, That the *London and South-western* Railway Company shall and they are hereby required to relinquish and abandon the making of so much of the said *Chertsey and Egham* Branch Railway as lies between *Sweep's Lane* in the Town of *Chertsey* and the authorized Terminus of such Branch Railway in the Parish of *Egham* in the County of *Surrey*, and that all the Powers and Provisions of the said "*London and South-western* Railway, *Chertsey and Egham* Branch Railway Act, 1846," as authorize the making of such Branch Railway between the Points aforesaid, shall be and the same are hereby repealed.

Provision for the Crossing of the Rail-

LIV. And whereas it is intended that the said Railway shall be carried over the *Basingstoke* Canal in the said Parish of *Pirbright* as shown

shown on such Maps or Plans; be it enacted, That such Railway shall be carried over such Canal by means of a Bridge, whereof the Span at the springing of the Arch shall not be less than Twenty-four Feet in the Clear, and the Height from the Top-water Level of such Canal to the under Surface of the Crown of the Arch shall not be less than Twelve Feet, or by means of a Viaduct with at least equal Accommodation for the Purposes of such Canal; and such Bridge or Viaduct shall be so constructed as to leave the Towing Path of such Canal quite clear for all Purposes of Passage and Traffic, and shall at all Times be maintained and kept in repair by the Company; and that if the said *Basingstoke* Canal shall, during the Execution of the said Railway Works, or at any Time thereafter, be thereby obstructed or impeded by any Act, Deed, Work, or Neglect of the said Railway Company, so as that the Barges, Boats, and Horses navigating the same shall not be able to pass along or shall be impeded in the Passage along the same, then in any or either of the said Cases the said Railway Company shall pay to the Company of Proprietors of the *Basingstoke* Canal the Sum of Twenty-four Pounds for every Twenty-four Hours during which such Obstruction shall continue on the said *Basingstoke* Canal, as or by way of ascertained Damages, and so in proportion for any less Time than Twenty-four Hours; and in default of Payment of the said Sum on Demand made of the Secretary of the said Railway Company the said *Basingstoke* Canal Company may sue for and recover the same, together with full Costs of Suit against the said Railway Company, by Action of Debt or on the Case in any of Her Majesty's Courts of Record at *Westminster*; and in case the said Railway and Works over or adjoining to the said *Basingstoke* Canal shall not be kept in good and substantial Repair, so as to prevent all Damage to the said Canal or its Works, it shall be lawful for the said *Basingstoke* Canal Company, after Five Days Notice, to do the needful Repairs to the same, and to recover the Amount of all Expences thereof from the said Railway Company in manner lastly herein-before mentioned.

way over the
Basingstoke
Canal at
Pirbright.

LV. Provided always, and be it enacted, That if it shall become necessary during the Construction of the Railway to obstruct the said Canal, then the said Company shall at their own Expence complete a temporary Side Cut and Towing Path to be substituted for such Part of such Canal and the Towing Path thereof as shall be necessarily obstructed during the Construction of such Works; and such temporary Side Cut and Towing Path shall be constructed, and until the Restoration of such Canal to its present Course shall be maintained, at the Expence of the Company, in such Manner and of such sufficient Capacity as that the Barges, Boats, and Horses navigating such Canal shall at all Times until such Restoration pass along such temporary Side Cut and Towing Path with Security and Convenience.

If Canal
obstructed,
Company to
provide a
temporary
Side Cut
during such
Obstruction.

LVI. Provided also, and be it enacted, That, unless and except only so far as such Company of Proprietors shall otherwise consent, such Railway shall be carried over such Canal, and such Bridge or Viaduct shall be constructed in the Line and at the Point respectively shown on such Maps or Plans, and without any Deviation from such Line and Point respectively.

Prohibiting
Deviation
from the
Points fixed
on for such
Crossings.

[*Local.*]

8 Y

LVII. And

Protection of
the Canal
Company
from Damage
by the Works
of the Rail-
way.

LVII. And be it enacted, That the Company shall not by the Construction of such Bridge or Viaduct, or the Works or Conveniences of or connected with the same, or by the Exercise of any of their Powers, diminish the Depth of such Canal to less than Four Feet Six Inches below the Top-water Level thereof, or in any way diminish the Breadth of **such** Canal or the Towing Path and offside Bank thereof, or do any Damage to such Canal, Towing Path, or Bank, or render such Canal in any Place leaky; and if the Navigation of such Canal shall during the Execution of any Works hereby authorized, or at any Time thereafter, be obstructed or impeded by any Act or Neglect of the Company, or by reason of such Bridge or Viaduct, so as that the Barges, Boats, and Horses navigating the same shall not be able to pass along or shall be impeded in passing along the same, then and in every such Case the Company shall pay to such Company of Proprietors Compensation for such Damages as they shall have incurred in that Behalf; and in case the Amount of such Compensation shall be disputed, such Question of disputed Compensation shall be determined by the Verdict of a Jury according to the Provisions in that Behalf of the Lands Clauses Consolidation Act, 1845; and if such Bridge or Viaduct shall not be completed within Six Months from the Commencement of the same, or of the temporary Diversion of such Canal, then the Company shall pay to such Company of Proprietors, over and above any such Compensation, the Sum of One hundred Pounds for every Day after such Six Months during which such Bridge or Viaduct shall not be completed; and if the Company after the Expiration of such Six Months shall make default in restoring and making good such Canal and the Towing Path and Banks thereof, it shall be lawful for such Company of Proprietors, after Five Days Notice in Writing to the Company, to restore and make good the same; and such Sum of One hundred Pounds a Day, and the Amount of the Expences of such Restoration and making good by such Company of Proprietors, shall be recoverable by them from the Company in the Manner provided by the Railways Clauses Consolidation Act, 1845, with respect to the Recovery of Damages not specially provided for: Provided always, that nothing herein expressed shall prevent the Company from obstructing, during the Time when such temporary Side Cut shall be available, the Navigation of the Part of such Canal for which such Side Cut shall for the Time being be substituted.

Protection of
the Canal by
Drains.

LVIII. And be it enacted, That the Company shall at their own Expence forthwith make and at all Times maintain a Drain of sufficient Dimensions at the Foot of the Embankment of such Railway, so as effectually to prevent such Canal and the Towing Path, and all other Property of such Company of Proprietors, from being injured by the Water running off such Railway or down such Embankments.

Saving
Rights of the
Crown.

LIX. And be it enacted, That nothing contained in this Act or in the Acts herein recited or referred to shall extend to authorize the Company to purchase, take, or use any Land or Soil, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the
Time

Time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, or any Two of them, first had and obtained for that Purpose, and which such Commissioners or any Two of them are hereby authorized and empowered to give, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors.

LX. 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 Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the last Session of Parliament, intituled *An Act for regulating the Gauge of Railways*; and another Act passed in the same Session, intituled *An Act for constituting Commissioners of Railways*; be it enacted, That nothing in this Act contained shall be held to exempt the said Railway and Branch, 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 and Company, so far as the same shall be applicable thereto.

Railway, &c.
to be subject
to the Pro-
visions of
1 & 2 Vict.
c. 98.,
3 & 4 Vict.
c. 97.,
5 & 6 Vict.
c. 55.,
7 & 8 Vict.
c. 85., and
9 & 10 Vict.
cc. 57. and
105.

LXI. 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 now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act.

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

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

Public Act.

