



ANNO VICESIMO & VICESIMO PRIMO

# VICTORIÆ REGINÆ.

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## *Cap. civ.*

An Act to enable the *Dundalk and Enniskillen* Railway Company to make certain Deviations and Alterations in their Line and Works ; and for other Purposes connected with their Undertaking. [27th July 1857.]

**W**HEREAS by "The *Dundalk and Enniskillen* Railway Act, 1845," a Company was incorporated by the Name of "The *Dundalk and Enniskillen* Railway Company" (herein-after called "the Company") and was authorized to make a Main Line of Railway from *Dundalk* in the County of *Louth* to or near to *Clones* in the County of *Monaghan*, and to use the intended Line of the *Newry and Enniskillen* Railway Company from *Clones* to *Enniskillen*: And whereas the Company have made and opened for public Use so much of the Railway authorized by that Act as lies between *Dundalk* aforesaid and the Town of *Newbliss* in the said County of *Monaghan*: And whereas the *Newry and Enniskillen* Railway Company having failed to construct their intended Line from *Clones* to *Enniskillen*, the Company were by "The *Dundalk and Enniskillen* Railway Act, 1852," authorized to extend their Railway from *Ballybay* to *Enniskillen* aforesaid (which Extension is herein-  
[Local.] 17 L after

8 & 9 Vict.  
c. xevi.

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after called "the *Enniskillen Extension*"), and the Period for the Completion of the *Enniskillen Extension* was by that Act limited to Five Years from the passing thereof: And whereas it is expedient that the Period limited for the Completion of the *Enniskillen Extension* should (as regards the Part thereof between *Newbliss Station* and the intended Terminus at *Enniskillen*) be extended, and that the Alterations herein-after specified in the authorized Levels of the *Enniskillen Extension* and in the authorized Mode of dealing with the Road from *Clones* to *Scarva* should be made: And whereas it is expedient that the Deviation herein-after specified from the authorized Line of the *Enniskillen Extension* at *Enniskillen* should be made: And whereas it is expedient that the *Dublin and Drogheda Railway Company* and the *Dublin and Belfast Junction Railway Company* (herein-after called the Two *Dublin Companies*) should, if they so respectively think fit, be enabled to subscribe towards, purchase or acquire, take or hold Shares in the Undertaking of the Company; but the several Purposes aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted, by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

Short Title. I. In citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "The *Dundalk and Enniskillen Railway Act, 1857.*"

8 & 9 Vict.  
c. 20. and  
14 & 15 Vict.  
c. 70. incor-  
porated. II. "The Railways Clauses Consolidation Act, 1845," and the "Railways Act (*Ireland*), 1851," (except in so far as the Provisions of those Acts are expressly altered by this Act, and the Act Nineteen and Twenty *Victoria*, Chapter Seventy-two, to continue the "Railways Act (*Ireland*) 1851," shall be incorporated with and form Part of this Act.

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

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

The Expression "the Company" and the Expression "the Promoters of the Undertaking" respectively shall mean the *Dundalk and Enniskillen Railway Company*:

The Expression "the Undertaking" and the Expression "the Railway" respectively shall include the Railways by this Act authorized and the Works respectively connected therewith.

IV. And

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IV. And whereas Plans and Sections of the intended Alteration of Levels, and also Plans and Sections of the proposed Deviation and *Scarva* Road Diversion, together with Books of Reference to such last-mentioned Plans, containing the Names of the Owners or reputed Owners, and Lessees or reputed Lessees, and of the Occupiers of the Lands to be taken for the Purposes thereof, have been deposited for public Inspection with the respective Clerks of the Peace of the Counties of *Monaghan* and *Fermanagh*: Therefore, subject to the Powers of Deviation in "The Railways Consolidation Act, 1845," contained, the Company may construct the *Enniskillen* Extension according to the Levels and in the Manner defined on the Sections thereof so deposited as aforesaid, and may make the said Diversion of Road and Deviation in the Line or Course and upon the Lands delineated on the said Plans thereof, and described in the Books of Reference to such Plans, and according to the Levels defined on the Sections relating thereto; and subject to the Provisions of the Acts incorporated herewith and this Act, the Company may enter upon, take, and use such of the said Lands as shall be necessary for the Purposes thereof.

Power to make Deviations, &c. according to deposited Plans, &c.

V. The Alterations and Deviation by this Act authorized are as follows; (that is to say,)

Description of Alterations and Deviation.

An Alteration in the authorized Levels of the *Enniskillen* Extension, commencing in the Townland of *Drumguff*, Parish of *Killevan* and County of *Monaghan*, in a Field numbered 18 in that Townland in the original Plans of the *Enniskillen* Extension deposited, for the Purposes of "The *Dundalk and Enniskillen* Railway Act, 1852," with the Clerk of the Peace for that County, and terminating in the Townland of *Ballynure* in the same Parish and County in a Field numbered 7 in that Townland on those original Plans:

Another Alteration in those Levels, commencing in the Townland of *Clontivrin*, Parish of *Clones* and County of *Fermanagh*, in a Field numbered 1 in that Townland in the said original Plans, and continuing throughout the remaining Portion of the *Enniskillen* Extension towards *Enniskillen*:

The *Scarva* Road Diversion:—being a Diversion of the Road leading from *Clones* to *Scarva*, numbered on the said original Plans 24, in the Townland of *Legarhill*, Parish of *Clones* and County of *Monaghan*, such Diversion commencing in that Townland at or near the Point where the *Enniskillen* Extension will cross that Road, and to terminate in the Townland of *Altartate Glebe*, in the same Parish, by a Junction with the Main Road from *Clones* to *Newbliss* at or near the Point where the *Enniskillen* Extension will cross that Main Road:

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The Deviation at *Enniskillen* :— being a Deviation from the authorized Line of the *Enniskillen* Extension, commencing in the Townland of *Breandrum*, Parish of *Enniskillen* and County of *Fermanagh*, in a Field numbered 2 in that Townland on the original Plans of the *Enniskillen* Extension, deposited with the Clerk of the Peace of that County, and terminating by a Junction with the *Londonderry and Enniskillen* Railway in the Townland of *Tonystick*, in the same Parish and County, at a Point about Three hundred and fifty Yards to the North-eastward of the existing Booking Office on that Railway at *Enniskillen*.

As to level Crossings on *Enniskillen* Extension.

VI. Subject to the Provisions in “The Railways Clauses Consolidation Act, 1845,” contained, with respect to crossing of Roads on the Level, the Company may, in constructing the *Enniskillen* Extension on the altered Levels by this Act authorized, carry and maintain the same across the Roads, across which they were by “The *Dundalk and Enniskillen* Railway Act, 1852,” empowered to carry that Railway as by that Act authorized on the Level (excepting the Road described in that Act as Road numbered 1, in the Townland of *Lurganboy*, which, in lieu of being crossed on the Level, is to be diverted as shown on the said Sections deposited for the Purposes of this Act), and also carry and maintain the same on the Level across the Road numbered on the said original Plans 27, in the Townland of *Gortgommon* : Provided always, that not more than a double Line of Rails shall be laid by the Company across the said Road, and that no Train shall be allowed to remain stationary on the said Road.

Station or Lodge to be erected at the Points of crossing.

VII. 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 intended Railway crosses the before-mentioned Roads on the Level, and the 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 Board of Trade; and if the Company shall fail to erect or at all Times to maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend the Crossing at 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.

Board of Trade may require

VIII. It shall be lawful for the Board of Trade, if it shall appear to them to be necessary for the public Safety, at any Time hereafter

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to require the Company, within such Time as the Board of Trade shall direct, and at the Expense of the Company, to carry any or either of the said Roads either over or under the Railway by means of a Bridge or Arch, in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances of the Case shall appear to the Board of Trade best adapted for removing or diminishing the Danger arising from such level Crossing; but where any such Road shall be so carried either under or over the Railway, it shall not be necessary for the Company to erect or maintain any Station or Lodge at the Point where such Road may be crossed, or to appoint any Person to watch or superintend the crossing thereof, nor shall they be liable to any of the aforesaid Penalties for Failure so to do.

Bridges in lieu of level Crossings.

IX. And whereas by "The Railways Clauses Consolidation Act, 1845," it is provided that Certificates of any Omission, Mis-statement, or erroneous Description in certain Plans and Books of Reference therein referred to shall be deposited with the Postmasters of the Post Towns in or nearest to the several Parishes in *Ireland* in which the Lands affected thereby shall be situate; and it is also provided that certain Plans and Sections of such Alterations in the original Plans and Sections as shall have been approved by Parliament shall also be deposited with such Postmasters, and be retained and produced by them for Inspection in manner therein mentioned: And whereas, in compliance with the present Standing Orders of both Houses of Parliament, the several Plans, Sections, and other Documents heretofore required to be deposited with the Postmaster of the Post Towns in *Ireland*, are now deposited with the Clerks of the Unions instead of such Postmasters: Therefore, with reference to this Act, all the Provisions of "The Railways Clauses Consolidation Act, 1845," relating to the Matters aforesaid shall be read and construed as if, instead of the Expression "Postmasters of the Post Towns in or nearest to such Parishes in *Ireland*," the Expression "Clerks of the Unions within which such Parishes are included in *Ireland*," and as if, instead of the Word "Postmaster," the Words "Clerk of the Union," had been used and inserted in that Act throughout those Provisions.

As to Deposit of Plans with Clerks of Unions.

X. The Powers of the Company for the compulsory Purchase of Lands for the Purpose of making the Diversion and Deviation by this Act authorized shall not be exercised after the Expiration of Two Years from the passing of this Act.

Powers for compulsory Purchases limited.

XI. The Section of "The *Dundalk and Enniskillen* Railway Act, 1852," numbered X., limiting the Period for the Completion of the *Enniskillen* Extension shall henceforth, as regards the Portion of the *Enniskillen* Extension between the existing *Newbliss* Station thereon and *Enniskillen*, be of no Effect, and the Powers by that

Period for Completion of Part of *Enniskillen* Extension, &c.

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Act and this Act given for constructing that Portion of the *Enniskillen* Extension between the *Newbliss* Station and the Point where the Deviation at *Enniskillen* commences, and also the Powers by this Act given for constructing the said Alterations of Levels, may be exercised within, but shall not be exercised after the Expiration of Two Years from the passing of this Act.

Abandonment, &c. of unnecessary Roads and Works.

XII. The Company shall abandon and relinquish the Construction of such Part of the *Enniskillen* Extension as authorized by "The *Dundalk and Enniskillen* Railway Act, 1852," as will be rendered unnecessary by the Construction of the Deviation at *Enniskillen* by this Act authorized, and may also, when the *Scarva* Road Diversion is completed, stop up the said existing Road from *Clones* to *Scarva*, at or near the Point where that Diversion is intended to commence.

Compensation to be made when Contracts have been entered into or Notices given.

XIII. In any Case where before the passing of this Act any Contract hath been entered into or Notice given by the Company for purchasing any Lands which the Company were by the said recited Acts empowered to purchase for the Purpose of constructing the Portion of Railway so authorized to be abandoned as aforesaid, the Company shall make to the Owners or Occupiers of, or other Parties interested in such Lands, full Compensation for all Injury or Damage sustained by such Owners, Occupiers, and other Parties by reason of such Purchase not being completed pursuant to such Contract or Notice, and the Amount and Application of such Compensation shall be determined in the Manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the Amount and Application of the Compensation to be paid for Lands taken under the Provisions thereof: Provided also, that the Authority hereby given for abandoning the Formation of the aforesaid Portion of Railway shall not prejudice or affect the Right of the Owner or Occupier of any Lands which the Company were so empowered to purchase as aforesaid, to receive from the Company Compensation for any Damage that may have been occasioned by the Entry of the Company upon such Lands for the Purpose of surveying and taking Levels, and of probing or boring to ascertain the Nature of the Soil, or of setting out the Line of the Railway pursuant to the Provisions for that Purpose in "The Land Clauses Consolidation Act, 1845," contained.

Dividends suspended if *Enniskillen* Extension not opened within extended Time.

XIV. If the said Portion of the *Enniskillen* Extension between the *Newbliss* Station and the Commencement of the Deviation at *Enniskillen* shall not be completed and opened for Traffic within the Period by this Act limited for the Construction thereof, then from the Expiration of that Period it shall not be lawful for the Company to declare or pay any Dividend on the ordinary or unguaranteed Capital of the Company

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Company until that Portion of the *Enniskillen* Extension shall have been completed and opened for public Traffic.

XV. The Powers by this Act given for constructing the Deviation at *Enniskillen* may be exercised within, but shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for completing Deviation.

XVI. If the Deviation at *Enniskillen* shall not be completed and opened for Traffic within the Period by this Act limited for the Construction thereof, then from the Expiration of that Period it shall not be lawful for the Company to declare or pay any Dividend on the ordinary or unguaranteed Capital of the Company until the Deviation at *Enniskillen* shall have been completed and opened for Traffic.

Dividends suspended if Deviation at Enniskillen not opened within Time limited.

XVII. The Alterations and Deviation by this Act authorized (except so much thereof, if any, as shall be constructed or paid for by the *Londonderry and Enniskillen* Railway Company, as herein-after provided) shall be deemed Part of the Undertaking of the Company, in the same Manner as if the same had been authorized by the *Dundalk and Enniskillen* Railway Act, 1852, and the Funds and Moneys of the Company shall be applicable thereto accordingly.

Alterations to be deemed Part of Company's Undertaking.

XVIII. Provided always, That in the Construction of the Deviation at *Enniskillen*, the Company shall first proceed with the Portion thereof from the intended Commencement thereof in the Townland of *Breandrum*, to the Point where it is intended to be carried across the Fence on the North-east Side of the Field numbered 10 on the Plans deposited for the Purposes of this Act, in the Townland of *Tonystick*, (such Fence being the Boundary of the Lands of which the *Londonderry and Enniskillen* Railway Company are Owners or reputed Owners), and if within Three Months after the Company shall have constructed the same up to the said Point, the *Londonderry and Enniskillen* Railway Company shall not have completed a Communication and laid down Rails from their Railway up to that Point, so as to join the said Portion of Railway to be first constructed as aforesaid, then and not before the Company may and shall proceed with and complete that Portion of the Deviation at *Enniskillen*, from the said Point to the intended Junction thereof with the *Londonderry and Enniskillen* Railway, and purchase and take the Land necessary for the same.

Time to be allowed for the Construction by the Londonderry and Enniskillen Company of the Deviation through their Property.

XIX. The Company shall not, without the previous Consent of the *Londonderry and Enniskillen* Railway Company, under their Common Seal, in this Behalf first had and obtained, enter upon, take, or use any other or greater Portion of the Lands or Property of the *Londonderry and Enniskillen* Railway Company than may be required

For Protection of Lands of Londonderry and Enniskillen Railway Company.

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required for the Construction of the said Deviation, with a double Line of Rails on the Gauge authorized in *Ireland*.

Londonderry and Enniskillen Company to repay Cost of Part of Deviation.

XX. Within Three Months after the Completion by the Company of the before-described Portion of the said Deviation between the Point aforesaid and the Junction with the *Londonderry and Enniskillen Railway*, they shall furnish to the *Londonderry and Enniskillen Railway Company* an Account of their Expenditure thereon, or on so much thereof as shall not be constructed by the *Londonderry and Enniskillen Railway Company*, including all Compensation which the Company may have been required to pay for any Lands taken or used for the same, and within Six Months after such Account shall have been furnished, or if within that Time any Dispute arise thereon, then within Six Months after the same shall have been settled by Arbitration in manner herein-after provided, the *Londonderry and Enniskillen Railway Company* shall repay to the Company the Amount of such Expenditure, and thereupon so much of the said Deviation as shall have been constructed on the Property of the *Londonderry and Enniskillen Railway Company* shall vest in that Company.

Provision as to keeping separate Accounts.

XXI. The Company shall keep separate Accounts of all Moneys expended by them in or about the Construction of the aforesaid Portion of the Deviation at *Enniskillen*, between the aforesaid Boundary of the Property of the *Londonderry and Enniskillen Railway Company* and the Junction with the *Londonderry and Enniskillen Railway*, or so much thereof as shall not be constructed by the *Londonderry and Enniskillen Railway Company*, and in compensation for Lands taken or used for the Purposes thereof, and the same and all Vouchers necessary to verify the same shall at all reasonable Times be open to the Inspection of the Directors of the *Londonderry and Enniskillen Railway Company*, or any Person appointed by them in Writing, to inspect the same, and they or he may take Copies thereof or Extracts therefrom; and if any Dispute shall arise between the Company and the *Londonderry and Enniskillen Railway Company* touching the Amount or Propriety of such Expenditure, or any Part thereof, or the Sum payable by the *Londonderry and Enniskillen Railway Company* in respect thereof, the same shall be settled by Arbitration in manner provided by "The Railways Clauses Consolidation Act, 1845."

Disputes to be settled by Arbitration.

Power for Dublin and Drogheda and Dublin and Belfast Junction

XXII. It shall be lawful for each or either of the Two *Dublin Companies*, with the Consent of Three Fifths at least of the Votes of the Proprietors of such Company present, personally or by Proxy, at some General Meeting of such Company specially convened for the Purpose, to subscribe towards, become Shareholders, and purchase or acquire,



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acquire, take or hold Shares in the Undertaking of the Company to any Extent not exceeding for each of the Two *Dublin* Companies Thirty thousand Pounds; and those Companies respectively may pay the Amount necessary for such Purposes, and the Calls upon their respective Shares, or such Sums as they respectively may think fit to advance and may legally advance to the Company in anticipation of Calls, or any Parts of those Amounts respectively, by and out of any Moneys which the Two *Dublin* Companies respectively have raised or are now authorized to raise by Shares or borrowing under the Provisions of any Acts relating to those Companies respectively, and which may not be required for the Purposes of those Acts respectively, and notwithstanding any Restriction of the Application of such Moneys in those Acts respectively contained.

Companies to subscribe and take Shares.

XXIII. Each of the Two *Dublin* Companies on becoming Shareholders in the Undertaking, or the Directors of such Company, may from Time to Time, so long as such Company continue Shareholders in the said Undertaking, appoint a Person (whether such Person shall hold Shares in the Company or not) to vote on behalf of the Company appointing him at any Meetings of the Company, and may from Time to Time revoke any such Appointment, and appoint any other Person in that Behalf, and the Person so for the Time being appointed shall, during his Appointment, have the same Right of voting at any such Meeting as he would have if he held in his own Right the Shares in the said Undertaking for the Time being held by the Company appointing him, in addition to any Right of voting to which he may be entitled in respect of any Shares actually held by him in his own Right: Provided always, that every such Appointment and Revocation shall be under the Seal of the Company making the same, or under the Hand of the Chairman for the Time being of the Directors of that Company, or of any Two of the Directors thereof.

The Two subscribing Companies may appoint Persons to vote.

XXIV. So much of "The *Dundalk and Enniskillen* Railway Act, 1845," as enacts that the Number of the Directors shall be Fifteen, and that it shall be lawful for the Company to increase or reduce the Number of Directors, provided that the increased Number do not exceed Twenty, and that the reduced Number be not less than Ten, shall be and is hereby repealed as from and after the Day of the First Ordinary Meeting of the Company after the passing of this Act at which any Directors retire by Rotation.

Provisions in 8 & 9 Vict. c. xcvi. as to Number of Directors repealed.

XXV. From and after the First Ordinary Meeting of the Company after the passing of this Act at which any Directors retire by Rotation, the Number of the Directors of the Company (exclusive of Directors appointed by the Two *Dublin* Companies as in this Act provided) shall be Eight, and any Vacancy in the Number of the Directors occurring previously to that Meeting shall not be filled up unless the

Future Number of Directors.

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Number of the Directors (exclusive of Directors appointed by the Two *Dublin* Companies) shall be thereby reduced to less than Eight, and the Places of so many only (if any) of the Directors retiring by Rotation at that Meeting shall be supplied as may be requisite to make up the Number of the Directors (exclusive of Directors appointed by the Two *Dublin* Companies) to Eight.

Directors may be appointed by subscribing Companies.

XXVI. Each of the Two *Dublin* Companies on becoming and while continuing Shareholders in the Undertaking of the Company to the Extent of Ten thousand Pounds may, by a Minute of their Directors, appoint Two Persons as Directors of the Company, in addition to the ordinary Directors thereof, and may from Time to Time in like Manner remove any Director appointed by them respectively, and may appoint another Person in the Stead of any Director so appointed by them, who shall be so removed, or who shall die, resign, or become incapable of acting, or disqualified, or shall retire, or be about to retire, under the Provisions in that Behalf herein-after contained.

Qualification, &c. of such Directors.

XXVII. Every Person so appointed a Director shall be a Shareholder in the Company on whose Behalf he shall be appointed; but it shall not be necessary that any Person so appointed should be a Shareholder in the *Dundalk and Enniskillen* Railway Company.

Evidence of such Appointments.

XXVIII. A Certificate in Writing of the Appointment, Removal, Resignation, Incapacity, or Disqualification of any Director so appointed on behalf of either of the Two *Dublin* Companies under the Common Seal, or under the Hand of the Chairman for the Time being of the Directors of the Company on whose Behalf he shall have been appointed, shall, as soon as conveniently may be after the Event therein certified shall have occurred, be deposited at the Principal Office of the Company, and shall (as between the Company and the Company on whose Behalf such Certificate shall be given) be conclusive Evidence of the Fact therein certified: Provided always, that if the Directors of either or both of the Two *Dublin* Companies shall at any Time or Times hereafter fail or omit to appoint a Director or Directors under the Powers in that Behalf herein contained, the remaining or ordinary Directors shall be competent to act as if no such Failure or Omission had occurred.

Retirement of such Directors on Company ceasing to hold Shares to a certain Extent.

XXIX. If at any Time after the Directors shall have been appointed in manner aforesaid on behalf of either of the Two *Dublin* Companies, the Company on whose Behalf those Directors shall have been appointed shall cease to be Shareholders in the Undertaking to the Extent of Ten thousand Pounds, then and immediately thereupon the Directors for the Time being appointed on behalf of that Company shall retire from Office, and their Powers and the Powers by this Act vested in that Company of appointing Directors shall for ever cease and determine.

XXX. The

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XXX. The Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the Election, Qualification, Retirement from Office, and Rotation of Directors, shall not apply to the Directors from Time to Time appointed by the Directors of the Two *Dublin* Companies respectively.

Certain Provisions of 8 & 9 Vict. c. 16. not to apply to such Directors.

XXXI. Upon the Expiration of Seven Years from the passing of this Act all the Directors appointed by or on behalf of the Two *Dublin* Companies who may be then in Office shall retire from Office, and their Powers and the Powers by this Act vested in the Two *Dublin* Companies of appointing Directors shall for ever cease and determine.

Retirement of all such Directors after Seven Years.

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

Deposit for future Bills not to be paid out of Company's Capital.

XXXIII. Nothing herein contained shall be deemed or construed to exempt the Railways by this Act or the said recited Acts authorized to be made from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, or of the Tolls for small Parcels, authorized by this or the recited Acts.

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

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

Expenses of Act.

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