ANNO DECIMO TERTIO

VICTORIÆ REGINÆ.

Cap. vi.

An Act to authorize an Alteration in the Line of the *Buckinghamshire* Railways at *Oxford*.

[17th *May* 1850.]

WHEREAS an Act was passed in the Tenth Year of the Reign of Her present Majesty, intituled *An Act for making a Railway from* Oxford *to the* London and Birmingham *Railway at* Bletchley *in the County of* Buckingham, whereby the *Oxford and Bletchley Junction* Railway Company were incorporated for making a Railway and other Works from the City of *Oxford* to a Junction with the *London and Birmingham* Railway at *Bletchley* in the County of *Buckingham:* And whereas another Act was passed in the said Tenth Year of the Reign of Her said Majesty, intituled *An Act for making a Railway from the* Oxford and Bletchley Junction *Railway to* Buckingham *and* Brackley, whereby the *Buckingham and Brackley Junction* Railway Company were incorporated for making a Railway and other Works from the *Oxford and Bletchley Junction* Railway at *Middle Claydon* to the Town of *Brackley* in the County of *Northampton:* And whereas another Act was passed in the Eleventh Year of the Reign of Her said Majesty, intituled *An Act to authorize the Consolidation into One*

9 & 10 Vict. c. 82.

9 & 10 Vict. c. 233.

10 & 11 Vict. c. 236.

One Undertaking of the Oxford and Bletchley Junction *Railway Company and the* Buckingham and Brackley Junction *Railway Company, and to enable the Company so to be consolidated to make Extension Lines to* Banbury *and* Aylesbury, *and an Alteration of the Line into the City of* Oxford, whereby the said Two Companies were dissolved, and the Proprietors of Shares in their respective Capitals were incorporated into One Company, under the Name of "The *Buckinghamshire* Railway Company," with all the Rights, Powers, Privileges, Authorities, Restrictions, and Liabilities of the said dissolved Companies respectively, and the Railways by that Act and the said recited Acts authorized were directed to be called "The *Buckinghamshire* Railways," and the said Company so incorporated were authorized to make and maintain certain Extension or Branch Railways from the authorized Line of the *Buckingham and Brackley Junction* Railway from *Brackley* to the Town of *Banbury*, and from *Middle Claydon* to a Junction with the *Aylesbury* Railway in the Parish of *Aylesbury*, and also to make an Alteration or Deviation in the authorized Line of the *Oxford and Bletchley Junction* Railway at the Termination thereof into the City of *Oxford:* And whereas it is expedient that a Deviation should be made in the Line of the said *Buckinghamshire* Railways as authorized by the said first and last recited Acts, and that such Acts should be amended, and that further Powers should be granted to the said *Buckinghamshire* Railway Company; but the several Objects 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, That "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," are incorporated herewith.

8 & 9 Vict, cc. 18. & 20. incorporated with 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 all Proceedings whatsoever, it shall be sufficient to use the Expression "The *Buckinghamshire* Railways Act, 1850."

Power to execute Railway according to deposited Plans, &c.

III. And whereas Plans and Sections of the said proposed Deviation Railway showing the Lines and Levels thereof, and also a Book of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers, of the Lands which may be required to be taken for the Purposes thereof, have been deposited with the Clerk of the Peace for the County of *Oxford:* Be it enacted, That, subject to the several Powers, Provisions, and Restrictions contained in this and the said several recited Acts, and the several Acts incorporated therewith, it shall be lawful for the said

said *Buckinghamshire* Railway Company to execute the said Deviation Railway in the Line and upon the Lands delineated on the said Plans and described in the said Book of Reference, and according to the Levels defined on the said Sections, and to enter upon, purchase, take, and use such of the Lands delineated in the said Plans and described in the said Book of Reference as shall be necessary for the Purposes thereof.

Line of Deviation.

IV. And be it enacted, That the said Deviation Railway shall commence by a Junction with the Line of the said *Buckinghamshire* Railways as at present authorized in the Parish of *Islip* in the County of *Oxford* at or near a certain Road in the same Parish numbered 24 in the same Parish in the Plans and Books of Reference referred to in the said first-recited Act, and shall terminate in the Parish of *Saint Thomas* in the County of *Oxford* at or near a certain Road called the *Botley* Turnpike Road near the Point at which the Railway now in course of Construction from the *Oxford* Branch of the *Great Western* Railway is intended to cross the said Turnpike Road.

New Line to form Part of original Undertaking.

V. And be it enacted, That the said Deviation Railway shall be and be deemed Part of the Undertaking of the *Buckinghamshire* Railways, and the Capital of the said Company shall be and be deemed applicable to the Construction thereof, in the same Manner as if the same had originally formed Part of their Undertaking.

Limiting Period for compulsory Purchase of Lands.

VI. And be it enacted, That the Powers of the said Company for the compulsory Purchase of Land 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.

VII. And be it enacted, That the Deviation Railway and Works by this Act authorized shall be completed within Five Years from the passing of this Act, and on the Expiration of that Period all the Powers hereby granted to the Company for executing the said Deviation Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the same as shall then be completed.

Power to cross certain Roads on the Level.

VIII. And be it enacted, That, subject to the Provisions of the said Railways Clauses Consolidation Act, therein contained, it shall be lawful for the said Company to carry the said Deviation Railway across and on the Level of the following Roads; (that is to say,)

In the Parish of *Saint Giles*, the Road numbered 19:
In the Parish of *Kidlington*, the Roads numbered 8, 16, and 19[a]:
In the Parish of *Islip*, the Road numbered 9.

IX. And

Company to erect a Station or Lodge at Points of crossing, and abide by the Regulations of Commissioners of Railways.

IX. 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 Point where the said Deviation 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 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 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.

Railway Commissioners may require Bridges to be erected instead of level Crossings.

X. Provided always, and be it enacted, That it shall be lawful for the Commissioners of Railways, if it shall appear to them to be necessary for the public Safety, at any Time hereafter to require the said Company, within such Time as the said Commissioners shall direct, and at the Expense of the said Company, to carry any or either of the herein-before mentioned Roads, either over or under the said Deviation 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 said Commissioners the best adapted for removing or diminishing the Danger arising from such level Crossing: Provided always, that where any such Road shall be so carried either under or over the said Deviation Railway it shall not be necessary for the said Company to erect or maintain any Station or Lodge at the Point where such Road was intended to be crossed on the Level, nor to appoint any Person to watch or superintend the crossing thereat, nor shall they be liable to any of the aforesaid Penalties for Failure so to do.

Company not to take certain Lands without Consent of Great Western Company.

XI. Provided always, and be it enacted, That nothing herein contained shall authorize or empower the *Buckinghamshire* Railway Company to take or use any Portion of the Properties delineated on the said Plans, and numbered thereon 34 in the Parish of *Saint Thomas*, 30 in the Parish of *Saint Giles*, 5 and 9 in the extra-parochial Place of *Port Meadow*, and 13 in the extra-parochial Place of *Walton Godstow*, without the Consent in Writing of the *Great Western* Railway Company for that Purpose first had and obtained.

Company to grant a Right of Way

XII. Provided always, and be it enacted, That in case the *Buckinghamshire* Railway Company shall purchase or take any Portion of the

the Properties numbered respectively on the said Plans 3 in the extra-parochial Lands of *Port Meadow*, and 3 and 11 in the Parish of *Saint Giles*, or any or either of them, and shall construct the Line of Railway hereby authorized over or across the same or any Part thereof, then and in such Case the *Buckinghamshire* Railway Company shall, on the Request of the *Great Western* Railway Company, and they are hereby required to grant and assure to the last-mentioned Company a Right of Way across the Line of Railway hereby authorized on the Level thereof, and across such Portions of the said Lands as may be purchased or taken by the *Buckinghamshire* Railway Company, so as to allow of the *Great Western* Railway Company making and maintaining a good and sufficient Road or Communication from the *Oxford and Rugby* Line of the *Great Western* Railway, and the Lands lying on the West Side thereof, to the Road numbered on the said Plans 9 in the said Parish of *Saint Giles*, such Road or Communication to be formed in such Course or Direction as may be determined upon by the Engineer for the Time being of the *Great Western* Railway Company, but so nevertheless as that the same shall in no Part thereof across any Portion of the said Lands which may be purchased or taken by the *Buckinghamshire* Railway Company extend to a greater Distance from the Lands numbered on the said Plans 1 in the extra-parochial Lands of *Port Meadow* than Fifty Yards; and if any Dispute shall arise between the said Companies as to the Amount of Compensation to be paid for or in respect of such Right of Way, or the Land required by the *Great Western* Railway Company for the Formation and fencing-off of such Road, the same shall be ascertained and determined by Arbitration in the Manner provided by the Lands Clauses Consolidation Act, 1845, for settling Cases of disputed Compensation: Provided always, that the said *Great Western* Railway Company, in making and maintaining and using the said Road, shall not in any Manner obstruct or injure the Line or Works of the said intended Railway, or in any Manner impede or interfere with the Traffic thereon, and shall construct the said Road and erect such Gates and other Works as may be necessary, in the Opinion of the Engineer for the Time being of the *Buckinghamshire* Railway Company, for the Protection of the Line of Railway, and at all Times thereafter keep the same in good Repair at their own Expense.

over certain Lands purchased or taken by them.

XIII. Provided always, and be it enacted, That nothing in this Act contained shall extend to prejudice, diminish, alter, or take away, further or otherwise than is herein expressly authorized, any of the Rights, Privileges, Powers, or Authorities vested in the *Great Western* Railway Company.

Saving Rights, &c. of Great Western Company.

As to Payment of Purchase Money for the Port or Town Meadow of Oxford.

XIV. And whereas the Line of the said intended Railway will pass over the *Port* or *Town Meadow* of the City of *Oxford*, which is Part of the ancient Possessions of the Freemen of the said City, subject to certain Rights of Common thereon: And whereas at a Common Hall of the Freemen of the said City held on *Monday* the Fifteenth Day of *April* One thousand eight hundred and fifty, to which Common Hall the Freemen of the said City were duly summoned, according to Custom, to take into consideration the Application of the Purchase Money and Compensation to be paid by the said Company in respect of the said Meadow for the Benefit of the said Freemen, it was resolved, that the Purchase Money or Compensation to be paid by the said Company in respect of the said Meadow should be appropriated to provide a capacious School for the Education of the Children of Freemen upon the comprehensive Plan of the *British* and Foreign School Society, under the Direction of a Committee of Freemen, and that the School Room or Rooms should be at the Service of Freemen, subject to the Regulations of a Committee; and at the said Common Hall the following Persons were duly elected a Committee for the Purposes aforesaid, (viz^{t}) *Charles James Sadler* Mayor and Alderman, *Jonathan Samuel Browning* Alderman, *George Parsons Hestor* Town Clerk, *Isaac Grubb* Councillor, *Charles Alexander Green* Councillor, *Joseph Warne* Councillor, *John Towle* Councillor, *Thomas North* Mercer, *Philip Hurcomb* Printer, *James Bliss* Painter, *Samuel Cripps Tyrrell* Tailor, *Edwin Thomas Spiers* Bookbinder, *George Augustus Rowell* Cabinet Maker, *James Josiah Faulkner* Grocer, and *Edward Collins* Butcher: Be it therefore enacted, That in case the said intended Line of Railway shall pass over the said *Port Meadow*, and any Part of the Meadow shall be taken and purchased by the Company for the Purposes of the Undertaking, notwithstanding anything contained in the Railways Clauses Consolidation Act, 1845, the Purchase Money or Compensation to be paid in respect of the Rights and Interests of the said Freemen of the said City of *Oxford* in the said *Port Meadow* shall be paid to the Treasurer of the said City of *Oxford*, whose Receipt for the same shall be a sufficient Discharge to the Company, and shall be paid and applied by him as he shall from Time to Time be directed by a Majority of the Committee in Writing under their Hands, and that the Freemen of the said City shall have Power to keep up the Number of the said Committee to Fifteen by Election at a Common Hall, and at such Common Hall to remove any One or more of the said Committee at their Pleasure; and that any Land or Hereditaments purchased for the Purposes aforesaid shall be conveyed to the Mayor, Aldermen, and Citizens of *Oxford*, who shall hold the same (as bare Trustees) in trust for the Freemen of the said City, and to be disposed of from Time to Time as the said Freemen shall in

Common Hall direct; and the Mayor of the said City for the Time being is hereby directed, whenever the Number of the Committee shall be reduced to Twelve by Death, Removal from *Oxford*, or Resignation, to call a Common Hall for electing a new Committee of Fifteen, but to which any old Member of the Committee may be re-elected.

Abandonment of Part of Line.

XV. And be it enacted, That the said Company shall abandon so much of the Line of the said *Buckinghamshire* Railways as authorized by the said firstly and thirdly recited Acts as is situate between the Point where the Deviation Railway by this Act authorized joins the said Line and the Termination of the said Line in the Parish of *Saint Giles* in the County of *Oxford*, as authorized by the said thirdly recited Act.

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

XVI. Provided always, and be it enacted, That in any Case where before the passing of this Act any Contract hath been entered into or Notice given by the said Company for purchasing any Lands which they were by the said recited Acts or any of them empowered to purchase for the Purpose of constructing the Portion of Railway so authorized to be abandoned as aforesaid, the said Company shall make to the Owners or Occupiers of or other Parties interested in such Lands full Compensation for all Injury or Damage, if any, 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 said Company were so empowered to purchase as aforesaid to receive from the said Company Compensation for any Damage that may have been occasioned by the Entry of the said 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 said "Lands Clauses Consolidation Act" contained.

Tolls.

XVII. And be it enacted, That it shall be lawful for the said Railway Company to demand and receive, in respect of the Use of the said Deviation Railway by this Act authorized, and of the Engines and Carriages employed thereupon, any Tolls and Charges not

not exceeding the maximum Rates of Tolls and Charges limited by the said thirdly recited Act.

Provisions of recited Acts as to the London and North-western Railway Company extended to this Act.

XVIII. And be it enacted, That all the Provisions in the said recited Acts respectively contained with reference to the Construction by the *London and North-western* Railway Company and of leasing to and the using by the same Company of the Railways and Works thereby authorized to be made, and the providing of Engines, Carriages, and other locomotive Establishment to work the same, shall extend and apply to the Deviation Railway and Works by this Act authorized to be made, in the same Manner and as fully and effectually as if the same Provisions were repeated and re-enacted in this Act; and that the Powers and Provisions in the said Acts contained for selling to the *London and North-western* Railway Company the Railway and Works thereby authorized to be made, and for raising such further Sums as may be necessary for the Purposes thereof, and for keeping Accounts, and for the Appointment and Duties of Auditors, and for Payment over to the said *London and North-western* Railway Company of such Sums of Money as they shall expend or become liable to in the Execution of the Works of the said Railways, or raising by Mortgage all or any Part thereof, shall extend and apply to the Deviation Railway and Works by this Act authorized to be made, in the same Manner and as fully and effectually as if such Powers and Provisions were repeated and re-enacted in this Act with reference to the Deviation Railway and Works hereby authorized to be made.

Provision as to Payment of Cost of Deviation Railway.

XIX. And be it enacted, That the Monies required for the Purposes of this Act may be paid by the *Buckinghamshire* Railway Company out of the Capital which they are authorized to raise by the said recited Acts, and which will not be required for the Purposes of the Works thereby authorized to be made.

Act not to affect Rights of the Oxford Canal Navigation Company.

XX. And whereas the said Deviation Railway is intended to pass over the *Oxford* Canal Navigation, and it is expedient to make the following Provisions in consequence thereof: Be it therefore enacted, That nothing in this Act contained shall take away, diminish, alter, prejudice, or affect any of the Rights, Privileges, Powers, or Authorities vested in the Company of Proprietors of the said *Oxford* Canal Navigation, or authorize or empower the said *Buckinghamshire* Railway Company to alter the Line or Level of the said Canal or the Towing Paths thereto, or any Part or Parts thereof respectively, or to obstruct the Navigation of the said Canal or any Part thereof, or to divert from the said Canal any of the Waters therein, or prevent a free Passage to the said Canal of any of the Waters which

may

may be taken for the Use of or which now supply the said Canal, or to injure or alter the said Canal or any of the Works thereof, in any Manner not expressly denoted or implied on or by the Maps or Plans and Sections of the said Railway deposited with the Clerk of the Peace of the County of *Oxford*, through which the said Deviation Railway is intended to pass; and it shall not be lawful for the said *Buckinghamshire* Railway Company to make any Deviation from the Course or Direction of the said Railway as delineated on the said Maps or Plans of the said Deviation Railway so deposited as aforesaid, by which Deviation any Part of the said Canal, or any of the Locks, Side Ponds, Towing Paths, Bridges, Banks, Feeders, or other Works of or belonging to the said Canal or any Part thereof shall be taken, used, or damaged, without in any of the said respective Cases the Consent of the said Company of Proprietors of the *Oxford* Canal Navigation under their Common Seal first had and obtained (except as herein-after mentioned).

Railway Company to construct and maintain a Bridge or Bridges over the said Canal.

XXI. And be it enacted, That for the Purpose of carrying the said Deviation Railway across the said Canal in the extra-parochial Lands of *Walton Godstow* and the Parish of *Saint Giles*, or One of them, in the County of *Oxford*, the said *Buckinghamshire* Railway Company shall and they are hereby required, at their own Expense, to make and at all Times for ever thereafter to maintain and keep in perfect Repair a good and substantial Bridge or Bridges over the said Canal in the extra-parochial Lands of *Walton Godstow* and the Parish of *Saint Giles* aforesaid, or One of them, with proper Approaches thereto, which said Bridge or Bridges shall be made either on the Line of Railway delineated on the said Maps or Plans and Sections, or within the Limits of Deviation of the said Line; and it shall be lawful for the said *Buckinghamshire* Railway Company, without such Consent as aforesaid, to take so much of the Ground of the said Canal Company adjoining the said Canal or the Towing Path thereof as shall be requisite for making the said Approaches to the said Bridge or Bridges.

Regulations as to Construction of Bridges.

XXII. And be it enacted, That the said Bridge or Bridges shall be made in such Manner that the Span thereof between the Abutments shall not be less than Twenty-six Feet in the Clear, so as to include the Canal and Towing Path, allowing Eighteen Feet for the Width of the Canal at Bench Level, and Eight Feet for the Width of the Towing Path, and that the Soffit of the Arch over the Centre of the Canal shall not come within less than Ten Feet of the Top-water Level of the Canal, and that the Waterwings necessary for contracting the Canal at the said Bridge or Bridges shall be built of substantial Brick or Stone Work, and extend at least Twenty-five Feet each Way from the Bridge or Bridges, and shall be properly guarded

with Iron or Wood, in like Manner as hath been done in the new Improvements or shortening Lines of the said Canal, with Iron Groove Posts built in as the Work proceeds for drop Planks, and the Abutments of the said Bridge or Bridges shall be made parallel with the Line of the said Canal at the Place or Places where the said Bridge or Bridges shall be erected.

Navigation not to be obstructed during the Construction of Bridges.

XXIII. And be it enacted, That during the Erection of the said Bridge or Bridges, and at all future Times during any Repairs thereof, no Obstruction shall be occasioned to the Boats or Barges passing along the said Canal, or to the Towing Horses drawing the same, but that at all Times during such Erection or Repairs a Waterway of not less than Nine Feet, a Towing Path of not less than Five Feet, and a clear Height of not less than Eight Feet from the Top Water of the said Canal shall be left for the Navigation of the said Canal, and that the said Bridge or Bridges shall be constructed, as regards their Position, Form, and Dimensions over the said Canal, to the reasonable Satisfaction of the principal Engineer for the Time being of the said Company of Proprietors of the said Canal.

Penalty for obstructing the Oxford Canal Navigation.

XXIV. And be it enacted, That if by reason or in execution of any of the Works by this Act authorized to be made, or by reason of the bad State of Repair of any such Works, or of the said Bridge or Bridges, or their Appendages, or if by any Act or Omission of the said *Buckinghamshire* Railway Company, or any of their Agents, Servants, or Workmen, the said *Oxford* Canal Navigation, or the Towing Path thereof, shall be so obstructed as that Boats, Barges, or other Vessels navigating or using the same cannot pass, or shall be delayed in the Passage along the same, or in case the Space under the said Bridge or Bridges shall at any Time be contracted so as to be less in Width or Height than the Width or Height hereinbefore prescribed, then and in either of the said Cases, the said *Buckinghamshire* Railway Company shall pay to the said Canal Company, as or by way of ascertained Damages, the Sum of Two hundred Pounds for every Twenty-four Hours during which such Obstruction or Contraction shall continue on the said Canal, and so in proportion for any less Time than Twenty-four Hours; and in default of Payment of the said Sum, or such Proportion thereof as shall become due, on Demand made by the Treasurer or Clerk of the said Canal Company on the Secretary of the said *Buckinghamshire* Railway Company at the principal Office of the said *Buckinghamshire* Railway Company, the said Canal Company may sue for and recover the same, together with full Costs of Suit, against the said *Buckinghamshire* 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 Bridge or Bridges over the said Canal or any Part thereof,

thereof, or the Approaches, Side Slopes, or Banks of the said Deviation Railway next the said Canal, or any or either of them or any Part thereof respectively, shall not be kept in good and substantial Repair by the said *Buckinghamshire* Railway Company, and any Agent of the said Canal Company shall give Notice in Writing to the said *Buckinghamshire* Railway Company or their Secretary to do the needful Repairs, and the said *Buckinghamshire* Railway Company shall not within the Space of Fourteen Days after the Delivery of such Notice commence such Repairs, and proceed with all reasonable Expedition to the Completion thereof, it shall be lawful for the said Canal Company, from Time to Time, as often as the Case shall happen, to do the needful Repairs, and to recover the Amount of the Expenses from the said *Buckinghamshire* Railway Company by Action of Debt or on the Case, with full Costs of Suit, in any of Her Majesty's Courts of Record at *Westminster*.

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

XXV. And be it enacted, That it shall not be lawful for the *Buckinghamshire* Railway Company, out of any Money by any Act relating to the said Company authorized to be raised for the Purposes of such Act, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament, now 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.

Railway to be subject to the Provisions 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. & 105.

XXVI. 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;* and Two other Acts were passed in the Ninth and Tenth Years of the Reign of Her said Majesty, respectively intituled *An Act for regulating the Gauge of Railways*, and *An Act for constituting Commissioners of Railways:* Be it enacted, That nothing in this Act contained shall be held to exempt the said Railway, or the said *Buckinghamshire* Railway 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 Company so far as the same shall be applicable thereto.

XXVII. And

Railways not exempt from Provisions of future general Acts.

XXVII. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railways by this or the said recited Acts authorized to be made from the Provisions of any general Act relating to such Acts, or 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 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 to be taken by this Act.

Expenses of Act.

XXVIII. And be it enacted, That the Costs and Expenses of and attending the passing of this Act shall be paid by the said *Buckinghamshire* Railway Company out of any Monies of the Company in the Hands of the Directors at the Time of the passing of this Act, or out of the first Monies belonging to the said Company which shall come to their Hands after the passing thereof, and in preference to all other Payments whatsoever.

Public Act.

XXIX. 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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