ANNO DECIMO & UNDECIMO

VICTORIÆ REGINÆ.

Cap. ccxxxiii.

An Act for making a Railway and Branch Railways in the County of *Chester*, to be called "The *Manchester and Birmingham and North Staffordshire Junction* Railway." [22d *July* 1847.]

WHEREAS the making of the Railway and Branch Railways herein-after mentioned would be attended with great local and public Advantage; (that is to say,) a Railway from the Main Line of the *Manchester, and Birmingham* Section of the *London and North-western* Railway in the Township of *Cheadle Bulkeley* in the Parish of *Cheadle* in the County of *Chester* to join the *Macclesfield* Branch of the said Section of the said Railway in the Township of *Poynton* in the Parish of *Prestbury* in the same County; also a Branch Railway from a Point in the said intended Railway in the said Township of *Cheadle Bulkeley* to join the intended Line of the *Manchester, Buxton, Matlock, and Midlands Junction* Railway, also in the said Township of *Cheadle Bulkeley*; and another Branch Railway from a Point in the said intended Line of Railway firstly herein-before mentioned in the said Township of *Poynton* to join the Branch Railway leading from the said *Macclesfield* Branch of the said *Manchester and Birmingham* Section of the said *London and North-western* Railway to the *Poynton* Collieries, also

also in the said Township of *Poynton*: And whereas the Persons herein-after named, with others, are willing, at their own Expence, to carry such Undertaking into execution; but the same cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in the present Parliament assembled, and by the Authority of the same, That the several Acts of Parliament following, (that is to say,) "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railway Clauses Consolidation Act, 1845," shall apply to the Railway and Branch Railways hereby authorized to be constructed, and shall be incorporated with this Act, and that all the Clauses and Provisions of the said Acts respectively, save so far as they shall be expressly varied or excepted by this Act, shall apply to the Company incorporated by this Act, and to the said Undertaking for carrying on which the said Company is by this Act incorporated, and such Clauses and Provisions shall, save as aforesaid, form Part of this Act, and be construed together therewith as forming One Act.

8 & 9 Vict. cc. 16. 18. and 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 other Documents, it shall be sufficient to use the ~~Expression~~ "The *Manchester and Birmingham and North Staffordshire Junction* Railway Act, 1847."

Subscribers incorporated.

III. And be it enacted, That *William Davenport Davenport*, *Thomas Hammond Tooke*, and all other Persons and Corporations who have already subscribed or 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 the said Railway and Branch Railways herein-before mentioned, with all proper Works and Conveniences belonging thereto respectively, according to the Provisions of the said recited Acts and of this Act, and for all other the Purposes herein and in the said recited Acts contained; and that for the Purposes aforesaid they shall be incorporated by the Name of "The *Manchester and Birmingham and North Staffordshire Junction* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase, take, and hold Lands for the Purposes of the Undertaking, subject only to the Provisions herein and in the said recited Acts contained.

Capital.

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

Number and Amount of Shares.

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

Calls.

VI. And be it enacted, That Three Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the

the Shareholders at any One Time, and Three Months at least shall be the Interval between successive Calls.

Power to borrow Money on Mortgage.

VII. And be it enacted, That it shall be lawful for the Company to borrow on Mortgage or Bond any Sums of Money not exceeding in the whole the Sum of Twenty-six thousand six hundred and sixty-six Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Eighty thousand Pounds shall have been subscribed for, and Two Thirds thereof shall have been actually paid up.

Arrears may be enforced by Appointment of a Receiver.

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

Shareholders may convene Extraordinary Meetings.

IX. And be it enacted, That the Number of Shareholders on whose Requisition an Extraordinary Meeting may be required to be called shall be Five Shareholders holding in the aggregate not less than Ten thousand Pounds in the Capital of the Company.

Number and Qualification of Directors.

X. And be it enacted, That the Number of Directors shall be Six, and the Qualification of a Director shall be the Possession in his own Right of Twenty-five Shares at least in the Undertaking.

Power to vary the Number of Directors.

XI. And be it enacted, That it shall be lawful for the Company from Time to Time to increase or reduce the Number of Directors, provided that the Number of Directors when so increased do not exceed Twelve, and if reduced be not less than Five Directors.

Directors to continue in Office until first Meeting after passing of the Act.

Subsequent Election of Directors.

XII. And be it enacted, That the Directors appointed by this Act shall continue in Office until the first Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the first Ordinary Meeting to be held in every Year thereafter the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in the said "Companies Clauses Consolidation Act, 1845," and in this Act contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said Companies "Clauses Consolidation Act, 1845," and in this Act, or either of them.

XIII. And

Quorum of Directors.

XIII. And be it enacted, That the Quorum of a Meeting of Directors shall be Three, and the Quorum of a Meeting of the Shareholders shall be Five.

Committees of Directors.

XIV. And be it enacted, That the Number of Directors of which Committees appointed by the Directors shall consist shall not be less than Three, and the Quorum of such Committee shall be such as the Directors shall at the Time of appointing such Committee prescribe.

Calls.

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

First Directors.

XVI. And be it enacted, That *William Davenport Davenport*, *Simon Frederick Every*, *George Hammond Whalley*, *Robert Aldworth*, and *Thomas Hammond Tooke* shall be the first Directors of the Company.

Newspaper for Insertion of Advertisements.

XVII. And be it enacted, That all Advertisements relating to the Affairs of the Company shall be inserted in at least One Newspaper published in the County of *Chester*.

Railways to be made according to deposited Plans.

XVIII. And whereas Plans and Sections of the said Railway and Branch Railways, showing the Lines and Levels thereof, and also Books of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands in or through which the same respectively are intended to pass and be made, have been deposited with the Clerk of the Peace for the County of *Chester;* be it enacted, That, subject to the Provisions and Restrictions in this and the said recited Acts contained, it shall be lawful for the said Company to make and maintain the said Railway, Branch Railways, and Works in, through, upon, across, under, or over the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for the Purposes aforesaid.

Main Line of Railway and Lines of Branch Railways.

XIX. And be it enacted, That the said intended Railway shall commence from and out of the Main Line of the *Manchester and Birmingham* Section of the *London and North-western* Railway in the Township of *Cheadle Bulkeley* in the Parish of *Cheadle* in the County of *Chester*, and shall pass through the following Parishes, Townships, or Places, (that is to say,) *Cheadle*, *Cheadle Bulkeley*, *Cheadle Moseley*, *Stockport*, *Bramhall*, *Prestbury*, *Worth*, and *Poynton* in the said County of *Chester*, and shall terminate at, in, or by a Junction with the *Macclesfield* Branch of the said *Manchester and Birmingham* Section of the said *London and North-western* Railway in the Township of *Poynton* in the said Parish of *Prestbury* in the said County of *Chester;* and that the first of such Branch Railways shall commence from and out of the said intended Railway in the said Township of *Cheadle Bulkeley* in the Parish of *Cheadle* in the County of *Chester*, and shall pass wholly within the said Township of *Cheadle Bulkeley*, and shall terminate at, in, or by a Junction with

with the intended Line of the *Manchester, Buxton, Matlock, and Midlands Junction* Railway, also in the said Township of *Cheadle Bulkeley;* and that such other Branch Railway shall commence from and out of the said first-mentioned intended Railway in the said Township of *Poynton*, and shall pass wholly within the said Township of *Poynton*, and shall terminate in or near a Railway or Branch Railway leading from the said *Macclesfield* Branch of the said *Manchester and Birmingham* Section of the said *London and North-western* Railway to the *Poynton* Collieries, also in the said Township of *Poynton*, and belonging to the Right Honourable *George John Warren* Lord *Vernon*.

Land for extraordinary Purposes.

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

Regulations as to Communication with certain Railways and Branch Railways.

XXI. And be it enacted, That the several Junctions hereby authorized to be made of the said Railway and Branch Railways with the said *Manchester and Birmingham* Section, and the said *Macclesfield* Branch of such Section, of the *London and North-western* Railway, and with the said intended *Manchester, Buxton, Matlock, and Midlands Junction* Railway, and also with the said Railway or Branch Railway to the *Poynton* Collieries, and all such Openings in the Ledges or Flanges of the Rails of any of the Railways, Sections, and Branch Railways respectively as may be necessary or convenient for effecting such Communications, shall respectively be made under the Direction and Superintendence of the several Engineers for the Time being of the said *London and North-western* Railway Company, *Manchester, Buxton, Matlock, and Midlands Junction* Railway Company, and of the Owner for the Time being of the said Branch Railway to the said *Poynton* Collieries respectively, at the Expence of the Company hereby incorporated, and shall for ever hereafter be maintained and kept in perfect Order and Repair by and at the Expence of the said Company hereby incorporated.

Not to take Lands of certain Railways or Branch Railways without Consent.

XXII. And be it enacted, That nothing in this Act contained shall extend to authorize or enable the Company hereby incorporated to take or enter upon any of the Lands or Grounds belonging to the *London and North-western* Railway Company, the *Manchester, Buxton, Matlock, and Midlands Junction* Railway Company, or the said Owner for the Time being of the said Branch Railway to the *Poynton* Collieries, or which they respectively may have a Right to purchase, or to alter, vary, or interfere with the said *London and North-western* Railway, or any of the Sections thereof, or the said Branch Railway to the *Poynton* Collieries, or the said *Manchester, Buxton, Matlock, and Midlands Junction* Railway, or any of the Works thereof respectively, further or otherwise than is hereby expressly authorized, without the Consent in Writing of the said Companies or Owner respectively; and provided that the said Railway and Branch Railways respectively, where they pass through or within the Land or Property of the *London and North-western* Railway, shall not be of any greater Width than the narrowest Width of any other Part of the said Railway.

Saving Rights of London and North-western Railway Company.

XXIII. And be it enacted, That, except as hereby otherwise expressly provided, nothing in this Act contained shall extend or be deemed or construed to extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, Franchises, or Authorities of or vested in or belonging to the said *London and North-western* Railway Company.

Period for Completion of Works.

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

Maximum Rates of Tolls.

XXV. And be it enacted, That the Company hereby incorporated may lawfully demand and receive, in respect of the Use of the said Railway, and of Carriages and Engines employed thereon respectively, any Rates, Tolls, and Charges not exceeding the Rates, Tolls, and Charges following; (that is to say,)

For every Passenger conveyed in or by any Express Train, the Sum of Two-pence *per* Mile:

For every Passenger conveyed in a First-class Carriage by any other Trains, the Sum of One Penny Halfpenny *per* Mile:

For every Passenger conveyed in a Second-class Carriage by any such other Train, the Sum of One Penny *per* Mile:

For every Passenger conveyed in a Third-class Carriage by any such other Train, the Sum of Three Farthings *per* Mile:

For Cattle, Goods, &c.

And with respect to Horses, Cattle, Carriages, and Goods, as follows:

For every Horse, Mule, and other Beast of Draught or Burden, Two-pence *per* Mile:

For Cattle, the Sum of One Penny *per* Head *per* Mile:

For Calves and Pigs, Sheep and small Animals, One Halfpenny each *per* Mile:

For every Carriage, Three-pence *per* Mile:

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Pig and Bar Iron, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, and Salt, the Sum of One Penny *per* Ton *per* Mile:

For all Coal, Slack, Cannel, Coke, Culm, and Cinders, the Sum of Three Farthings *per* Ton *per* Mile:

For Sheet Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron, One Penny Halfpenny *per* Ton *per* Mile:

For Sugar, Grain, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, Deals, Metals, Nails, Anvils, Vices, and Chains, the Sum of Two-pence *per* Ton *per* Mile:

For Cotton and other Wools, Drugs, and manufactured Goods, the Sum of Two-pence Halfpenny *per* Ton *per* Mile:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, the Sum of Three-pence *per* Ton *per* Mile:

Provided

Provided always, that with respect to all Matters aforesaid passed over the Railway for a less Distance than Four Miles the Company may demand Tolls as for Four Miles.

Maximum Rates of Charges for Passengers.

XXVI. And be it enacted, That the maximum Rate of Charge to be made by the Company for the Conveyance of Passengers along the said Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expence incidental to such Conveyance as aforesaid (except Government Duty), shall not exceed the following Sums; (that is to say,)

For every Passenger conveyed in or by any Express Train, the Sum of Two-pence Halfpenny *per* Mile:

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

For every Passenger conveyed in a Second-class Carriage by any such other Train, the Sum of One Penny Halfpenny *per* Mile:

For every Passenger conveyed in a Third-class Carriage by any such other Train, the Sum of One Penny *per* Mile:

For Cattle, Goods, &c.

And with respect to the Conveyance of Goods the maximum Rates of Charge to be made by the Company for the Conveyance thereof and along the Railway, including the Tolls for the Use of the Railway, and Waggons or Trucks, and locomotive Power, and every Expence incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading of Goods, and for Delivery and Collection, and any other Service incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the Company, shall not exceed the following Sums; (that is to say,)

For every Horse, Mule, and other Beast of Draught or Burden, Three-pence *per* Mile:

For Horned Cattle, the Sum of Two-pence *per* Head *per* Mile:

For Calves and Pigs, One Penny each *per* Mile:

For Sheep and small Animals, Three Farthings each *per* Mile:

For every Carriage, Four-pence *per* Mile:

For all Coal, Cannel, Culm, Coke, and Cinders, the Sum of One Penny and One Eighth *per* Ton *per* Mile:

For all Slack, One Penny *per* Ton *per* Mile:

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Stone for building, pitching, and paving, all Brick, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, the Sum of One Penny Halfpenny *per* Ton *per* Mile:

For Iron not damageable, One Penny Farthing *per* Ton *per* Mile:

For damageable Iron, Sheet Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron, Two-pence *per* Ton *per* Mile:

For Sugar, Grain, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, Deals, Metals, Hardware in Packages or Cases, Nails, Anvils, Vices, and Chains, the Sum of Two-pence Halfpenny *per* Ton *per* Mile:

For Cotton and other Wools and manufacturing Goods, the Sum of Three-pence *per* Ton *per* Mile:

For

For Fish, Feathers, Canes, Cochineal, Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, Three-pence Halfpenny *per* Ton *per* Mile.

Regulations as to Tolls.

And the following Regulations shall apply to such maximum Rates and Charges:

The Company shall be at liberty to fix a minimum Charge of Ten Shillings to be taken for each Carriage and of Five Shillings for every Horse conveyed upon the Railway, notwithstanding the Charge for the Distance for which such Carriage or Horse respectively may be conveyed according to the Rates aforesaid may not amount to those Sums:

The Company shall not be compellable to provide Waggons or Carriages for the Conveyance of Coal, Cannel, Slack, Culm, Coke, or Cinders; but where such Waggons or Carriages are not provided by the Company a Deduction of One Eighth of a Penny *per* Ton *per* Mile shall be made from the above Rates of Carriage for as many Miles as the Company shall charge the said Rates; but where any of the before-mentioned Articles, Matters, Persons, or Things shall be conveyed on the said Railway for a less Distance than Four Miles, the said Company are hereby empowered to demand and receive the aforesaid Charges, Rates, or Tolls (as the Case may be) for Four Miles:

Where a Waggon for the Carriage of Cattle or Sheep shall be conveyed by One Party the Charge for any such Waggon capable of containing Six Oxen or Twenty-five Sheep shall not exceed Sixpence *per* Mile:

And with respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Forty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

XXVII. 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,)

For the Carriage of small Parcels (that is to say, any Parcels not exceeding Five hundred Pounds Weight,) the Company may demand any Sum which they think fit: Provided always, that such 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 Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Eight-pence *per* Ton *per* Mile:

For

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

Company may take increased Charges by Agreement.

XXVIII. Provided also, and be it enacted, That nothing herein contained shall be held to prevent the said Company from taking any increased Charge, 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.

Passengers Luggage.

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

Penalty on Collector of Tolls neglecting his Duty.

XXX. And be it enacted, That every Collector of Tolls who shall commit any of the following Offences shall forfeit a Sum not exceeding Ten Pounds for each such Offence; (that is to say,)

If he do not put up a Toll Board, and keep the same in its Place during the whole Time he is on Duty, according to the Provisions in that Behalf contained in the said recited Railway Clauses Consolidation Act:

If he either refuse to permit any Person to read or in any way hinder any Person from reading the Inscription on such Board:

If he refuse to tell his Christian Name or Surname to any Person demanding the same who shall have paid or tendered the Tolls demanded of him, or if he give a false Name to any such Person:

If he demand or take a greater or less Toll from any Person than he shall be authorized to do by virtue of this Act, and of the Orders of the Company made in pursuance thereof:

If upon the legal Toll being paid or tendered he do unnecessarily detain or wilfully hinder any Carriage or any Person from passing upon the Railway:

If he make use of any scurrilous or abusive Language to any Passengers upon or to any Person lawfully using the Railway.

Remedy against Collector, &c.

XXXI. And be it enacted, That if any such Collector of Tolls be discharged or suspended from his Office, or die, abscond, or absent himself, and if such Collector so discharged or suspended, or the Wife, Widow, or any of the Family or Representatives of any such Collector so discharged or suspended, or who shall have died, absconded, or absented himself, or refuse or neglect, after Seven Days Notice in Writing for that Purpose, to deliver up to the Company, or to any Person appointed by them for that Purpose, any Toll House, Dwelling House, Office, or other Building, with its

Appurtenances, or any Books, Papers, or other Matters belonging to the Company, in possession or custody of any such Collector at the Occurrence of any such Event as aforesaid in right of his Appointment as Toll Collector, then, upon Application being made by the Company to any Justice, it shall be lawful for such Justice to order any Constable, with proper Assistance, to enter upon such Toll House or Building, and to remove any Person found therein, and to take possession thereof, and of any such Books, Papers, or other Matters, and to deliver the same to the Company, or any Person appointed by them for that Purpose.

Restriction as to Charges not to apply to Special Trains.

XXXII. 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 Trains that may be required upon the said Railway, 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 Railway.

Interest not to be paid on Calls paid up.

XXXIII. 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 hereinbefore 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.

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

XXXIV. 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 Railway or execute any other Work or Undertaking.

Power to Company to carry out an Agreement with the Rev. W. Birley.

XXXV. And whereas the said *William Davenport Davenport*, *Simon Frederick Every*, and *George Hammond Whalley*, on the Behalf of the said Company, have entered into an Agreement with the Reverend *William Birley* Clerk, Incumbent of the Chapelry of *Chorlton-cum-Hardy* in the County of *Lancaster*, by Articles of Agreement dated the Twenty-sixth Day of *June* One thousand eight hundred and forty-seven, for the Purchase of certain Lands and Hereditaments situate in the Township of *Bramhall* in the County of *Chester*, consisting of Thirty-five Acres, or thereabouts, which have been and are now or are claimed to be appropriated and annexed to the said Chapelry of *Chorlton-cum-Hardy* for the Augmentation thereof, by or with the Concurrence of the Governors of the Bounty

of Queen *Ann*; be it therefore enacted, That it shall be lawful for the said Company to carry into execution and complete the said Agreement for the Purchase of the said Lands and Hereditaments entered into on their Behalf as aforesaid; and the said Company shall afterwards sell, under the Provisions of this Act, such of the said Lands and Hereditaments as shall not be required for the Purposes of this Act.

Railway Company to be subject to 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.

XXXVI. 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, 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 by any Act of the present or succeeding Sessions of Parliament, and for Purposes in relation to Railways*; and Two other Acts were passed in the Ninth and Tenth Years of Her said Majesty, intituled respectively *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 Branch Railways, 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 Railways, and Company, so far as the same shall be applicable thereto.

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

XXXVII. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railway or Branch 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, 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.

Public Act.

XXXVIII. 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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Printers to the Queen's most Excellent Majesty. 1847.

Quorum of Directors.

XIII. And be it enacted, That the Quorum of a Meeting of Directors shall be Three, and the Quorum of a Meeting of the Shareholders shall be Five.

Committees of Directors.

XIV. And be it enacted, That the Number of Directors of which Committees appointed by the Directors shall consist shall not be less than Three, and the Quorum of such Committee shall be such as the Directors shall at the Time of appointing such Committee prescribe.

Calls.

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

First Directors.

XVI. And be it enacted, That *William Davenport Davenport*, *Simon Frederick Every*, *George Hammond Whalley*, *Robert Aldworth*, and *Thomas Hammond Tooke* shall be the first Directors of the Company.

Newspaper for Insertion of Advertisements.

XVII. And be it enacted, That all Advertisements relating to the Affairs of the Company shall be inserted in at least One Newspaper published in the County of *Chester*.

Railways to be made according to deposited Plans.

XVIII. And whereas Plans and Sections of the said Railway and Branch Railways, showing the Lines and Levels thereof, and also Books of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands in or through which the same respectively are intended to pass and be made, have been deposited with the Clerk of the Peace for the County of *Chester;* be it enacted, That, subject to the Provisions and Restrictions in this and the said recited Acts contained, it shall be lawful for the said Company to make and maintain the said Railway, Branch Railways, and Works in, through, upon, across, under, or over the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for the Purposes aforesaid.

Main Line of Railway and Lines of Branch Railways.

XIX. And be it enacted, That the said intended Railway shall commence from and out of the Main Line of the *Manchester and Birmingham* Section of the *London and North-western* Railway in the Township of *Cheadle Bulkeley* in the Parish of *Cheadle* in the County of *Chester*, and shall pass through the following Parishes, Townships, or Places, (that is to say,) *Cheadle*, *Cheadle Bulkeley*, *Cheadle Moseley*, *Stockport*, *Bramhall*, *Prestbury*, *Worth*, and *Poynton* in the said County of *Chester*, and shall terminate at, in, or by a Junction with the *Macclesfield* Branch of the said *Manchester and Birmingham* Section of the said *London and North-western* Railway in the Township of *Poynton* in the said Parish of *Prestbury* in the said County of *Chester;* and that the first of such Branch Railways shall commence from and out of the said intended Railway in the said Township of *Cheadle Bulkeley* in the Parish of *Cheadle* in the County of *Chester*, and shall pass wholly within the said Township of *Cheadle Bulkeley*, and shall terminate at, in, or by a Junction with

with the intended Line of the *Manchester, Buxton, Matlock, and Midlands Junction* Railway, also in the said Township of *Cheadle Bulkeley;* and that such other Branch Railway shall commence from and out of the said first-mentioned intended Railway in the said Township of *Poynton*, and shall pass wholly within the said Township of *Poynton*, and shall terminate in or near a Railway or Branch Railway leading from the said *Macclesfield* Branch of the said *Manchester and Birmingham* Section of the said *London and North-western* Railway to the *Poynton* Collieries, also in the said Township of *Poynton*, and belonging to the Right Honourable *George John Warren* Lord *Vernon*.

Land for extraordinary Purposes.

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

Regulations as to Communication with certain Railways and Branch Railways.

XXI. And be it enacted, That the several Junctions hereby authorized to be made of the said Railway and Branch Railways with the said *Manchester and Birmingham* Section, and the said *Macclesfield* Branch of such Section, of the *London and North-western* Railway, and with the said intended *Manchester, Buxton, Matlock, and Midlands Junction* Railway, and also with the said Railway or Branch Railway to the *Poynton* Collieries, and all such Openings in the Ledges or Flanges of the Rails of any of the Railways, Sections, and Branch Railways respectively as may be necessary or convenient for effecting such Communications, shall respectively be made under the Direction and Superintendence of the several Engineers for the Time being of the said *London and North-western* Railway Company, *Manchester, Buxton, Matlock, and Midlands Junction* Railway Company, and of the Owner for the Time being of the said Branch Railway to the said *Poynton* Collieries respectively, at the Expence of the Company hereby incorporated, and shall for ever hereafter be maintained and kept in perfect Order and Repair by and at the Expence of the said Company hereby incorporated.

Not to take Lands of certain Railways or Branch Railways without Consent.

XXII. And be it enacted, That nothing in this Act contained shall extend to authorize or enable the Company hereby incorporated to take or enter upon any of the Lands or Grounds belonging to the *London and North-western* Railway Company, the *Manchester, Buxton, Matlock, and Midlands Junction* Railway Company, or the said Owner for the Time being of the said Branch Railway to the *Poynton* Collieries, or which they respectively may have a Right to purchase, or to alter, vary, or interfere with the said *London and North-western* Railway, or any of the Sections thereof, or the said Branch Railway to the *Poynton* Collieries, or the said *Manchester, Buxton, Matlock, and Midlands Junction* Railway, or any of the Works thereof respectively, further or otherwise than is hereby expressly authorized, without the Consent in Writing of the said Companies or Owner respectively; and provided that the said Railway and Branch Railways respectively, where they pass through or within the Land or Property of the *London and North-western* Railway, shall not be of any greater Width than the narrowest Width of any other Part of the said Railway.

Saving Rights of London and North-western Railway Company.

XXIII. And be it enacted, That, except as hereby otherwise expressly provided, nothing in this Act contained shall extend or be deemed or construed to extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, Franchises, or Authorities of or vested in or belonging to the said *London and North-western* Railway Company.

Period for Completion of Works.

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

Maximum Rates of Tolls.

XXV. And be it enacted, That the Company hereby incorporated may lawfully demand and receive, in respect of the Use of the said Railway, and of Carriages and Engines employed thereon respectively, any Rates, Tolls, and Charges not exceeding the Rates, Tolls, and Charges following; (that is to say,)

For every Passenger conveyed in or by any Express Train, the Sum of Two-pence *per* Mile:

For every Passenger conveyed in a First-class Carriage by any other Trains, the Sum of One Penny Halfpenny *per* Mile:

For every Passenger conveyed in a Second-class Carriage by any such other Train, the Sum of One Penny *per* Mile:

For every Passenger conveyed in a Third-class Carriage by any such other Train, the Sum of Three Farthings *per* Mile:

For Cattle, Goods, &c.

And with respect to Horses, Cattle, Carriages, and Goods, as follows:

For every Horse, Mule, and other Beast of Draught or Burden, Two-pence *per* Mile:

For Cattle, the Sum of One Penny *per* Head *per* Mile:

For Calves and Pigs, Sheep and small Animals, One Halfpenny each *per* Mile:

For every Carriage, Three-pence *per* Mile:

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Pig and Bar Iron, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, and Salt, the Sum of One Penny *per* Ton *per* Mile:

For all Coal, Slack, Cannel, Coke, Culm, and Cinders, the Sum of Three Farthings *per* Ton *per* Mile:

For Sheet Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron, One Penny Halfpenny *per* Ton *per* Mile:

For Sugar, Grain, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, Deals, Metals, Nails, Anvils, Vices, and Chains, the Sum of Two-pence *per* Ton *per* Mile:

For Cotton and other Wools, Drugs, and manufactured Goods, the Sum of Two-pence Halfpenny *per* Ton *per* Mile:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, the Sum of Three-pence *per* Ton *per* Mile:

Provided

Provided always, that with respect to all Matters aforesaid passed over the Railway for a less Distance than Four Miles the Company may demand Tolls as for Four Miles.

Maximum Rates of Charges for Passengers.

XXVI. And be it enacted, That the maximum Rate of Charge to be made by the Company for the Conveyance of Passengers along the said Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expence incidental to such Conveyance as aforesaid (except Government Duty), shall not exceed the following Sums; (that is to say,)

For every Passenger conveyed in or by any Express Train, the Sum of Two-pence Halfpenny *per* Mile:

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

For every Passenger conveyed in a Second-class Carriage by any such other Train, the Sum of One Penny Halfpenny *per* Mile:

For every Passenger conveyed in a Third-class Carriage by any such other Train, the Sum of One Penny *per* Mile:

For Cattle, Goods, &c.

And with respect to the Conveyance of Goods the maximum Rates of Charge to be made by the Company for the Conveyance thereof and along the Railway, including the Tolls for the Use of the Railway, and Waggons or Trucks, and locomotive Power, and every Expence incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading of Goods, and for Delivery and Collection, and any other Service incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the Company, shall not exceed the following Sums; (that is to say,)

For every Horse, Mule, and other Beast of Draught or Burden, Three-pence *per* Mile:

For Horned Cattle, the Sum of Two-pence *per* Head *per* Mile:

For Calves and Pigs, One Penny each *per* Mile:

For Sheep and small Animals, Three Farthings each *per* Mile:

For every Carriage, Four-pence *per* Mile:

For all Coal, Cannel, Culm, Coke, and Cinders, the Sum of One Penny and One Eighth *per* Ton *per* Mile:

For all Slack, One Penny *per* Ton *per* Mile:

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Stone for building, pitching, and paving, all Brick, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, the Sum of One Penny Halfpenny *per* Ton *per* Mile:

For Iron not damageable, One Penny Farthing *per* Ton *per* Mile:

For damageable Iron, Sheet Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron, Two-pence *per* Ton *per* Mile:

For Sugar, Grain, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, Deals, Metals, Hardware in Packages or Cases, Nails, Anvils, Vices, and Chains, the Sum of Two-pence Halfpenny *per* Ton *per* Mile:

For Cotton and other Wools and manufacturing Goods, the Sum of Three-pence *per* Ton *per* Mile:

For Fish, Feathers, Canes, Cochineal, Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, Three-pence Halfpenny *per* Ton *per* Mile.

Regulations as to Tolls.

And the following Regulations shall apply to such maximum Rates and Charges:

The Company shall be at liberty to fix a minimum Charge of Ten Shillings to be taken for each Carriage and of Five Shillings for every Horse conveyed upon the Railway, notwithstanding the Charge for the Distance for which such Carriage or Horse respectively may be conveyed according to the Rates aforesaid may not amount to those Sums:

The Company shall not be compellable to provide Waggons or Carriages for the Conveyance of Coal, Cannel, Slack, Culm, Coke, or Cinders; but where such Waggons or Carriages are not provided by the Company a Deduction of One Eighth of a Penny *per* Ton *per* Mile shall be made from the above Rates of Carriage for as many Miles as the Company shall charge the said Rates; but where any of the before-mentioned Articles, Matters, Persons, or Things shall be conveyed on the said Railway for a less Distance than Four Miles, the said Company are hereby empowered to demand and receive the aforesaid Charges, Rates, or Tolls (as the Case may be) for Four Miles:

Where a Waggon for the Carriage of Cattle or Sheep shall be conveyed by One Party the Charge for any such Waggon capable of containing Six Oxen or Twenty-five Sheep shall not exceed Sixpence *per* Mile:

And with respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Forty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

XXVII. 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,)

For the Carriage of small Parcels (that is to say, any Parcels not exceeding Five hundred Pounds Weight,) the Company may demand any Sum which they think fit: Provided always, that such 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 Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Eight-pence *per* Ton *per* Mile:

For

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

Company may take increased Charges by Agreement.

XXVIII. Provided also, and be it enacted, That nothing herein contained shall be held to prevent the said Company from taking any increased Charge, 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.

Passengers Luggage.

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

Penalty on Collector of Tolls neglecting his Duty.

XXX. And be it enacted, That every Collector of Tolls who shall commit any of the following Offences shall forfeit a Sum not exceeding Ten Pounds for each such Offence; (that is to say,)

If he do not put up a Toll Board, and keep the same in its Place during the whole Time he is on Duty, according to the Provisions in that Behalf contained in the said recited Railway Clauses Consolidation Act:

If he either refuse to permit any Person to read or in any way hinder any Person from reading the Inscription on such Board:

If he refuse to tell his Christian Name or Surname to any Person demanding the same who shall have paid or tendered the Tolls demanded of him, or if he give a false Name to any such Person:

If he demand or take a greater or less Toll from any Person than he shall be authorized to do by virtue of this Act, and of the Orders of the Company made in pursuance thereof:

If upon the legal Toll being paid or tendered he do unnecessarily detain or wilfully hinder any Carriage or any Person from passing upon the Railway:

If he make use of any scurrilous or abusive Language to any Passengers upon or to any Person lawfully using the Railway.

Remedy against Collector, &c.

XXXI. And be it enacted, That if any such Collector of Tolls be discharged or suspended from his Office, or die, abscond, or absent himself, and if such Collector so discharged or suspended, or the Wife, Widow, or any of the Family or Representatives of any such Collector so discharged or suspended, or who shall have died, absconded, or absented himself, or refuse or neglect, after Seven Days Notice in Writing for that Purpose, to deliver up to the Company, or to any Person appointed by them for that Purpose, any Toll House, Dwelling House, Office, or other Building, with its

Appurtenances, or any Books, Papers, or other Matters belonging to the Company, in possession or custody of any such Collector at the Occurrence of any such Event as aforesaid in right of his Appointment as Toll Collector, then, upon Application being made by the Company to any Justice, it shall be lawful for such Justice to order any Constable, with proper Assistance, to enter upon such Toll House or Building, and to remove any Person found therein, and to take possession thereof, and of any such Books, Papers, or other Matters, and to deliver the same to the Company, or any Person appointed by them for that Purpose.

Restriction as to Charges not to apply to Special Trains.

XXXII. 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 Trains that may be required upon the said Railway, 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 Railway.

Interest not to be paid on Calls paid up.

XXXIII. 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 hereinbefore 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.

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

XXXIV. 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 Railway or execute any other Work or Undertaking.

Power to Company to carry out an Agreement with the Rev. W. Birley.

XXXV. And whereas the said *William Davenport Davenport*, *Simon Frederick Every*, and *George Hammond Whalley*, on the Behalf of the said Company, have entered into an Agreement with the Reverend *William Birley* Clerk, Incumbent of the Chapelry of *Chorlton-cum-Hardy* in the County of *Lancaster*, by Articles of Agreement dated the Twenty-sixth Day of *June* One thousand eight hundred and forty-seven, for the Purchase of certain Lands and Hereditaments situate in the Township of *Bramhall* in the County of *Chester*, consisting of Thirty-five Acres, or thereabouts, which have been and are now or are claimed to be appropriated and annexed to the said Chapelry of *Chorlton-cum-Hardy* for the Augmentation thereof, by or with the Concurrence of the Governors of the Bounty

of Queen *Ann*; be it therefore enacted, That it shall be lawful for the said Company to carry into execution and complete the said Agreement for the Purchase of the said Lands and Hereditaments entered into on their Behalf as aforesaid; and the said Company shall afterwards sell, under the Provisions of this Act, such of the said Lands and Hereditaments as shall not be required for the Purposes of this Act.

Railway Company to be subject to 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.

XXXVI. 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, 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 by any Act of the present or succeeding Sessions of Parliament, and for Purposes in relation to Railways*; and Two other Acts were passed in the Ninth and Tenth Years of Her said Majesty, intituled respectively *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 Branch Railways, 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 Railways, and Company, so far as the same shall be applicable thereto.

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

XXXVII. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railway or Branch 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, 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.

Public Act.

XXXVIII. 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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