ANNO DECIMO & UNDECIMO

VICTORIÆ REGINÆ.

****

Cap. lxxx.

An Act to enable the *Shrewsbury and Birmingham* Railway Company to make Branch Railways to *Madeley* and *Ironbridge*; and for other Purposes. [2d *July* 1847.]

WHEREAS an Act was passed in the last Session of Parliament, intituled *An Act for making a Railway from* Shrewsbury *to* Wolverhampton, *with a Branch, to be called* "*The* Shrewsbury and Birmingham *Railway*:" And whereas it would be attended with local and public Advantage if the Company incorporated by the said Act were authorized to construct Branch Railways from the said *Shrewsbury and Birmingham* Railway to *Madeley* and *Ironbridge* in the County of *Salop*: And whereas the said Company are willing to construct the said Branches, if authorized by Parliament so to do: 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 all the Provisions, Matters, and Things contained in the recited Act relating to the *Shrewsbury and Birmingham* Railway, so far as the same are not inconsistent with, altered, or repealed by the Provisions of this Act, shall extend

9 & 10 Vict. c. 307.

Powers of recited Act extended to this Act.

to this Act, and to the several Purposes thereof, as fully and effectually as if the same Provisions, Matters, and Things were repeated and re-enacted in this Act in reference to such Purposes, and the Branch Railways by this Act authorized to be made shall form Part of the Undertaking of the *Shrewsbury and Birmingham* Railway.

Short Title.

II. And be it enacted, That in citing this Act in other Acts of Parliament, and in legal Instruments, it shall be sufficient to use the Expression, "The *Shrewsbury and Birmingham* Railway (Amendment and Branches) Act, 1847."

Power to raise additional Money by Creation of new Shares.

III. And be it enacted, That it shall be lawful for the said Company, for the Purposes of this Act, to raise, by the Creation of new Shares, in addition to the Sums of Money which they are authorized to raise by virtue of the said first-recited Act, any further Sum of Money not exceeding in the whole the Sum of One hundred and fifty-five thousand Pounds, in such Manner, and with the like Powers, and subject to the same Provisions, under which, by the Companies Clauses Consolidation Act, 1845, as extended to the first-recited Act, they are authorized to raise additional Capital by the Creation of new Shares, in lieu of borrowing the Sum by the said first-recited Act authorized to be borrowed, or for the Conversion of such Sums, or any Part thereof, if borrowed, into Capital: Provided always, that the new Shares so to be created shall be of such nominal Amount and shall be entitled to such Privileges as the said Company may determine, and the same shall in the first instance be offered in equal Proportions to the Shareholders, in Classes A. and B. respectively.

New Shares to be considered as original Shares.

IV. And be it enacted, That the Capital so to be raised by the Creation of new Shares shall be considered as Part of the general Capital of the said Company, and shall be subject to the same Provisions in all respects, whether with reference to the Payment of Calls, or the Forfeiture of Shares on Nonpayment of Calls, or otherwise, as if it had been Part of the original Capital, except as to the Amount of such Shares, and the Times of making Calls thereon, and the Amount of such Calls, which respectively it shall be lawful for the Directors of the said Company from Time to Time to fix as they shall think fit.

As to Votes of Proprietors of new Shares.

V. And be it enacted, That the Proprietors of any new Shares created under the Powers of this Act shall be entitled to such Number of Votes in respect thereof as the nominal Amount represented by such Shares would have entitled them to if they had been possessed of original Shares in the said Undertaking of the *Shrewsbury and Birmingham* Railway.

Power to borrow Money on Mortgage.

VI. And be it enacted, That after the whole of the said Sum of One hundred and fifty-five thousand Pounds shall have been subscribed for, and One Half of the Capital in Shares by this and the recited Act relating to the said *Shrewsbury and Birmingham* Railway authorized to be raised shall have been paid up, it shall be lawful for the Company to borrow on Mortgage such Sums of Money as shall from Time to Time be authorized to be borrowed by Order of a General Meeting

of the Company, not exceeding in the whole, in addition to the Sums authorized to be borrowed by the said Act, the Sum of Fifty-two thousand Pounds, and to secure the Payment of the Sum so to be borrowed, with Interest, by Mortgage of the Undertaking, subject to the same Provisions as by the said Companies Clauses Consolidation Act, 1845, are made applicable to the Monies authorized to be raised on Mortgage, and to the Securities thereby authorized to be granted in respect of the same.

Reborrowing.

VII. And be it enacted, That if after having borrowed any Part of the Money by this Act authorized to be borrowed the said Company shall pay off the same, it shall be lawful for them again to borrow the Sum so paid off, or any Part thereof, and so from Time to Time.

Former Mortgages to have Priority.

VIII. Provided always, and be it enacted, That all Mortgages granted by the said Company before the passing of this Act, and which shall be in force at the Time of the passing of this Act, shall during the Continuance thereof have Priority over any Mortgages to be created by virtue of this Act.

Power to convert Loan into Capital.

IX. And be it enacted, That it shall be lawful for the Company, if they think fit, to raise the Sum by this Act authorized to be borrowed, or any Part thereof, by creating new Shares or Stock of the Company, instead of borrowing the same; or, having borrowed the same, it shall be lawful for them to pay off such Loan or any Part thereof, if they so think fit, by creating new Shares of the Company, in manner aforesaid; but no such Augmentation of Capital shall take place without the previous Order of a General Meeting specially convened for that Purpose.

Interest not to be paid on Calls paid up.

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

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

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

XII. And

Power to make Branch Railways.

XII. And be it enacted, That it shall be lawful for the said Company to make and maintain the Branch Railways next herein-after mentioned, in extension of or in connexion with the said *Shrewsbury and Birmingham* Railway; (that is to say,)

A Line of Railway or Branch Railway commencing by a Junction with the Line of the said *Shrewsbury and Birmingham* Railway as at present authorized to be made in the Parish of *Shiffnall* in the County of *Salop*, and terminating by a Junction with the *Coalbrookdale* Branch of the said Railway in the Parish of *Dawley Magna* in the same County;

And a Branch Railway commencing by a Junction with the Line of the said *Coalbrookdale* Branch of the *Shrewsbury and Birmingham* Railway in the Parish of *Madeley* in the said County of *Salop*, and terminating at or near *Benthall Edge* in the Parish of *Benthall* and said County of *Salop*.

Railways to be made according to deposited Plans.

XIII. And whereas Plans and Sections showing the Line and Levels of the Branch Railways by this Act authorized, together with a Book of Reference to such Plans, 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 of the said Branch Railways, have been deposited with the Clerks of the Peace for the Counties of *Salop* and *Stafford*; be it enacted, That, subject to the Powers of Deviation in the said Railways Clauses Consolidation Act, 1845, contained, the said Branch Railways and Works shall be made in the Lines or Courses and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels described on the said Sections; and it shall be lawful for the said Company to enter upon, take, hold, and use such of the said Lands as shall be necessary for the Purposes aforesaid.

Inclination of Road.

XIV. And be it enacted, That in carrying the public Carriage Road, No. 17 on the Plan, in the Parish of *Shiffnall*, under the said Branch Railway, it shall be lawful for the Company to make the Inclinations of such Road not steeper than One Foot in Twenty-four Feet.

Crossing the River Severn to be approved of by the Admiralty.

XV. And be it enacted, That the precise Line of crossing the River *Severn* by the *Ironbridge* Branch shall be submitted for the Approval of the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral, and such Approval shall be signified in Writing under the Hand of the Secretary of the Admiralty; and the whole Width of the Waterway of the said River shall be maintained; and until such Approval, signified as aforesaid, shall be given, the Company shall not erect any Bridge whatever across the said River *Severn*; and if they do it shall be lawful for the said Lord High Admiral or the said Commissioners to abate and remove the same, and restore its Site to its former Condition, at the Cost of the Company, and the Amount of such Cost shall be a Debt due from the Company to the Crown, and be recoverable accordingly.

XVI. And

For Protection of Vessels during Construction of Works.

XVI. And be it enacted, That during the Construction of the said Bridge and Works connected therewith the Company shall cause to be hung out or exhibited every Night from Sunset to Sunrise a Light, to be kept burning by and at the Expence of the Company, for the Navigation and safe Guidance of Vessels; and for ever after the Completion of the said Bridge the Company shall cause to be hung out or exhibited upon or near the Centre of the said Bridge every Night from Sunset to Sunrise a good and sufficient Light, to be kept burning by and at the Expence of the Company, for the Navigation and safe Guidance of Vessels, and which Light shall be from Time to Time altered by the Company in such Manner and be of such Description and be so used as the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral shall, by Writing under the Hand of the Secretary of the Admiralty, approve of; and in case the Company shall neglect to exhibit and keep either of such Lights burning as aforesaid they shall forfeit and pay for every such Neglect the Sum of Ten Pounds.

If Bridge abandoned, Admiralty may remove the same.

XVII. And be it enacted, That if any Bridge to be constructed by the Company across any tidal Water or navigable River, or if any Portion of the Railway which affects any such Water or River, or Access thereto, shall be abandoned by the Company, it shall be lawful for the Lord High Admiral, or the Commissioners for executing the Office of Lord High Admiral, to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company; and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly.

Company to make Tunnels under the Shropshire Canal.

XVIII. And whereas by an Act of Parliament passed in the last Session of Parliament, called "The *Shrewsbury* and *Birmingham* Railway Act, 1846," the *Shrewsbury* and *Birmingham* Railway Company were authorized to construct a Railway from *Shrewsbury* to *Wolverhampton*, with a Branch to connect such Railway with *Coalbrookdale*, and in the Construction of such Railway and Branch Railway it is intended to pass under the Canal of the Company of Proprietors of the *Shropshire* Canal Navigation, which Company is herein-after referred to as the *Shropshire* Canal Company, by Tunnels under the said Canal at Three different Points, the First at or near *Wombridge* Lock in the said County of *Salop*, the Second at or near a Place called the *Hollins Wood* in the said County of *Salop*, and the Third at or near the Aqueduct in the Parish of *Stirchley* in the said County; be it therefore enacted, That the said Railway Company shall and they are hereby required, at their own Expence, to construct, in a proper Manner, and to the reasonable Satisfaction of the Engineer for the Time being of the said *Shropshire* Canal Company, good and sufficient Tunnels under the said Canal and the Towing Paths and other Works at the aforesaid Points where the said intended Railway is intended to be carried under the said Canal, as shown upon the Plans referred to in the said Act.

Company to make Bridges over Incline Plane at Stirchley.

XIX. And whereas the said intended Branch from the *Shrewsbury* and *Birmingham* Railway to the *Coalbrookdale* Branch of such Railway is intended to be carried across the Incline Plane of the said *Shropshire* Canal at *Stirchley*; be it enacted, That the said Company shall build in a proper Manner, to the Satisfaction of the Engineer for the Time being of the said *Shropshire* Canal Company, a good and substantial Bridge or Viaduct over the said Incline Plane, not less than Thirty Feet in the clear of the Opening or Span of the Arch, and the Spring of the said Arch shall commence at a Point not less than Ten Feet above the Surface of the Rails of the said Incline at the Point of crossing.

Company to keep the Tunnels, &c. in repair.

XX. And be it enacted, That the said Railway Company shall at all Times and for ever after the said Tunnels, Bridge, or Viaduct shall have been completed, keep the same, and all future Tunnels, Bridge, or Viaduct to be erected or made in lieu thereof, and which shall be at the same Place, in the like Direction, and of the like Dimensions, Capacity, and Materials as are herein-before severally mentioned, together with all Works belonging to or connected therewith respectively, in good and complete Repair; and in case of any Want of Repair to any such Tunnel, Bridge, or Viaduct, or any other Work belonging thereto or connected therewith, and whether such Want of Repair shall arise from the sinking of such Tunnel, Bridge, or Viaduct, or any Part thereof, or from any other Cause whatsoever, Notice in Writing thereof shall be given by the said *Shropshire* Canal Company to the said Railway Company or their Clerk; and if the said Railway Company shall not, within the Space of Ten Days after such Notice, commence the Repairs, or, as the Case may require, the raising or rebuilding or Reconstruction of the said Tunnels, Bridge, or Viaduct, which shall be out of Repair as aforesaid, or such Part or Parts thereof as it shall for the Time being be requisite to repair, raise, or rebuild or reconstruct, and proceed therein with all reasonable Expedition until such opening, raising, or rebuilding or Reconstruction shall be wholly completed, it shall be lawful for the said *Shropshire* Canal Company to make all such Repairs to such Tunnels, Bridge, or Viaduct, and raise or rebuild or reconstruct the same, or such Part thereof as shall be necessary, in such Manner as they may think proper, and all the Expences thereof shall be repaid by the said Railway Company to the said *Shropshire* Canal Company, upon Demand; and in default of such Payment any Two or more of Her Majesty's Justices of the Peace for the County of *Salop* shall and they are hereby required, on Application by the said *Shropshire* Canal Company or any other Person authorized by them, to settle and determine the Amount of such Expences, and their Certificate shall be final and conclusive as to such Amount; and the said *Shropshire* Canal Company may sue for and recover the Amount so ascertained against the said Railway Company by Action of Debt in any of the Superior Courts: Provided always, that during the Progress of reconstructing such Tunnels, Bridge, or Viaduct, and at all future Times during any Repairs, Raisings, or Rebuildings or Reconstruction thereof, the Engineer for the Time being of the said *Shropshire* Canal Company, with the requisite Assistants and Workmen,

men, shall have free Access to such Tunnels, Bridge, and Viaduct, and full Permission to inspect the Workmanship and the Materials thereof, without nevertheless unnecessarily impeding the Traffic upon the said Railway.

Company not to alter the Course or obstruct the Navigation of the Shropshire Canal.

XXI. And be it enacted, That it shall not be lawful for the said Railway Company, or any Person, in execution of the *Shrewsbury and Birmingham* Railway Act, 1846, or of this Act, excepting as already agreed to by the *Shropshire* Canal Company, to alter the Course of the said Canal vested in the said *Shropshire* Canal Company, or to contract the Width of the same, or of the Towing Paths thereof, or of any Space reserved or intended as a Towing Path thereof, or to obstruct the Course or diminish the Supply of the Water in or to the said Canal, or to do any Act or execute any Work whereby such Supply may be diminished, or in any Manner to impede the Navigation thereof or Access thereto, or to injure any of the Works thereof, without the Consent of the said *Shropshire* Canal Company first had and obtained, any thing in the said Acts or either of them contained to the contrary notwithstanding.

In case of Obstruction to Canal, Railway Company to pay the Damages.

XXII. And be it enacted, That if by or by reason or in execution of any of the Works under the *Shrewsbury and Birmingham* Railway Act, 1846, or by this Act, authorized, or by reason of the Mode of Construction, or by the State of Repair of such Tunnels, Bridge, or Viaduct as aforesaid, or of any of the Slopes, Banks, or Walls of the said Railway near the said Canal, or any other Works by this Act, or by the *Shrewsbury and Birmingham* Railway Act, 1846, authorized to be constructed, or by any Act or Omission of the said Railway Company, or any of their Agents or Servants, it shall happen that the said Canal or the Towing Paths thereof, or any or either of them, or the Works connected therewith, shall be so injured or obstructed that Boats or other Vessels using the same, with their usual and accustomed Loads, shall be impeded in their passing along the said Canal, or shall not be able to pass freely along the same, then and in any such Case the said Railway Company shall pay to the said *Shropshire* Canal Company, as or by way of ascertained Damages, the Sum of One hundred Pounds for every Twenty-four Hours during which any such Impediment shall continue, and so in proportion for any less Period than Twenty-four Hours, and in default of Payment of any such Sum, on Demand made on the said Railway Company, may sue for and recover the same, together with full Costs of Suit, against the said Railway Company, by Action of Debt or on the Case in any of the Superior Courts: Provided always, that nothing herein contained shall extend to prevent the said *Shropshire* Canal Company or any other Company or Person from recovering against the said Railway Company any special, further, or other Damage that may be sustained by them on account of any Act or Default of the said Railway Company in respect of which the said Sum in the Nature of liquidated Damages is hereby imposed or made payable, beyond the Amount thereof, and they are hereby authorized to sue for and recover such special, further, and other Damages accordingly.

XXIII. Pro-

The Springs of the Shropshire Canal Company to be preserved.

XXIII. Provided always, and be it enacted, That nothing herein contained shall authorize or empower the said Railway Company to take away, obstruct, or lessen any Springs, Brooks, Streams, Feeder, Drains, Waters, or Watercourses which now or heretofore have been taken for the Use of the said *Shropshire* Canal Navigation, or which the said *Shropshire* Canal Company are by Law authorized and empowered to take for the Use of the said Canal.

Company not to obstruct the Formation of Branches communicating with the Shropshire Canal.

XXIV. And whereas under and by virtue of the Act relating to the Canal belonging to the *Shropshire* Canal Company certain Powers are reserved to the Owners, Renters, Lessees, or Occupiers of Mines, Works, and Lands adjoining to the said Canal, to form Cuts, Canals, Railways, or Roads, not exceeding a certain Length therein specified, in order to communicate with the said Canal: And whereas the Railway by this Act authorized, and the Railway authorized to be made by the said *Shrewsbury and Birmingham* Railway Act, 1846, may intervene between the said Canal and some of the Mines, Works, or Lands of Persons to whom such Powers are reserved as aforesaid, and additional Expence would be occasioned by the Construction of Bridges, Viaducts, or Aqueducts, or other Works, for the Purpose of carrying such Cuts, Canals, Railways, or Roads over or under the said Railway; be it therefore enacted, That in the event of any such Persons being desirous to make or procure to be made any such Cuts, Canals, Railways, or Roads as aforesaid, to communicate with the said Canal, the said Railway Company shall afford all requisite and proper Facilities for the Formation thereof where necessary, either over, under, or by the Side of the said Railway; and if any Difference shall arise between the said Railway Company and any Person so desirous to make or procure to be made any such Cut, Canal, Railway, or Road as aforesaid, or between the said Railway Company and the said Canal Company, either as to the Mode of carrying the same over, under, or by the Side of the said Railway, or as to the Place where the same should be so carried, or as to the Facilities to be offered by the said Railway Company for the Purposes thereof, or as to the Proportion of the Costs of making and maintaining the same, if any, to be borne by the said Railway Company, or as to the Use thereof at any Time thereafter by the Owners, Renters, Lessees, or other Persons in the Occupation thereof, such Difference shall be settled by Arbitration.

Act not to interfere with Powers, &c. of the Shropshire Canal Company.

XXV. Provided also, and be it enacted, That nothing in this Act contained shall extend to prejudice, diminish, or alter or take away any of the Rights, Privileges, Powers, or Authorities vested in the *Shropshire* Canal Company in and by the Act of Parliament now in force relating to the said Canal, except as is expressly enacted by this present Act.

Damage occasioned by letting off the Water of the Shropshire Canal to be made

XXVI. And be it enacted, That if in execution of any of the Works by this Act authorized to be made, or in the Execution of the Works authorized to be made under the *Shrewsbury and Birmingham* Railway Act, 1846, or if by reason or in consequence of any Act or Omission of the said Railway Company, their Agents, Servants, or Workmen, or if by reason or in consequence of any of the said Works, when

when made, the Water of the *Shropshire* Canal shall be let out of or escape from the said Canal, all Damage or Injury which may be occasioned thereby shall be borne, defrayed, and made good by the said Company, to the Person or Persons sustaining the same, on Demand in Writing; and no such Person or Persons shall have any Claim or Demand on the said Company of Proprietors of the *Shropshire* Canal Navigation for or on account thereof, nor shall the said Company of Proprietors of the said last-mentioned Canal be answerable in any way for the Inconvenience, Damage, or Injury to the Traders and others using the said Canal, which may arise out of any Hindrance or Interruption of the Trade of the said Canal by reason or in consequence of any of the Causes mentioned in this Provision. Damage done by the Railway Company.

XXVII. And be it enacted, That it shall be lawful for the Company to purchase, in addition to the Quantity of Land they are at present authorized to purchase, any Quantity of Land for extraordinary Purposes not exceeding in the whole Twenty Acres. Lands for extraordinary Purposes.

XXVIII. And be it enacted, That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing thereof. Compulsory Purchase of Lands limited.

XXIX. And be it enacted, That the Branch Railways by this Act authorized shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the said recited Act granted to the Company for executing the same shall cease to be exercised, except as to so much of the said Branch Railways as shall then be completed. Period for Completion of Works.

XXX. And be it enacted, That the Company may, subject to the Provisions in the said recited Acts and the Acts incorporated therewith contained, lawfully demand and receive, in respect of the Use of the Branch Railways by this Act authorized, and in respect of Passengers, Animals, Goods, Wares, Merchandize, Articles, Matters, and Things conveyed upon the same or any Part thereof, and for and in respect of the Use of Carriages and Locomotive Engines or other Power supplied by the Company, and employed thereon, such Tolls and other Charges as by the said recited Act the Company are authorized to demand and receive in respect of the Main Line of the *Shrewsbury and Birmingham* Railway, or any Part thereof: Provided always, that the maximum Charges to be made by the Company for the Conveyance of such Passengers, Animals, Carriages, Goods, Wares, Merchandize, Articles, Matters, and Things conveyed upon the said Branch Railways, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance, shall not exceed the maximum Charges limited by the said recited Act. Company to take the same Tolls as on the Main Line.

XXXI. And be it enacted, That the Meetings of the Company, whether ordinary or extraordinary, may hereafter, in addition to the Places named for that Purpose in the said recited *Shrewsbury and Birmingham* Railway Act, 1846, be held at *Wolverhampton* in the County of *Stafford*. Additional Place for General Meetings.

As to Reduction and Appointment of Directors.

XXXII. And whereas at the first General Meeting of the Shareholders of the said *Shrewsbury and Birmingham* Railway Company held previously to the Amalgamation of such Company with the *Shrewsbury, Wolverhampton, and South Staffordshire* Junction Railway Company, Fifteen Persons were elected Directors of the said Undertaking, and it has become expedient, in consequence of such Amalgamation of the said Two Companies having been completed, according to the Provisions of their respective Acts of Incorporation, that such Fifteen Directors be reduced to Twelve, and that such Twelve, together with Six Directors elected by Class B. Shareholders (formerly the *Shrewsbury, Wolverhampton, and South Staffordshire Junction* Shareholders,) as their One Third Proportion thereof, should form the Board of Directors of the said amalgamated Company; be it enacted, That within One Month next after the passing of this Act each of the said Persons so as first aforesaid appointed Directors of the said *Shrewsbury and Birmingham* Railway Company, shall (unless their Number shall have been previously reduced to Twelve, by their own Act or otherwise,) transmit to the Chairman of the said *Shrewsbury and Birmingham* Railway Company a List of the Names of such Twelve of the said Fifteen Directors as such Person may think expedient to be continued in Office as herein-after mentioned; and that the said Chairman shall thereupon declare the Names of the Twelve Directors for whose Continuance in Office a Majority of Votes, including his own Vote, shall have been so given as aforesaid; and such Twelve Directors (whether reduced to that Number by their own Act or otherwise as aforesaid, or by the Means herein-before last provided,) shall, with the Six Directors so as aforesaid elected by the Class B. Shareholders of the said Company, be from the Time of such Reduction as aforesaid the Directors of the said *Shrewsbury and Birmingham* Railway Company; and the said Directors, or such of them as shall not die or resign or become disqualified, shall continue in Office until the half-yearly Meeting next after the said Railway or any Part thereof shall have been opened for Traffic.

Expences of Act.

XXXIII. And be it enacted, That all the Costs, Charges, and Expences of and attending the passing of this Act, or incidental thereto, shall be paid by the said *Shrewsbury and Birmingham* Railway Company out of the first Monies which shall come to their Hands, and in preference to any other Payment whatsoever.

Railway 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.

XXXIV. 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 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 last Session of Parliament, the one intituled *An Act for regu-*

lating the Gauge of Railways, and the other intituled *An Act for constituting Commissioners of Railways*; be it enacted, That nothing in this Act contained shall be held to exempt the said 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 Branch Railways and Company, so far as the same shall be applicable thereto.

Railways to be subject to Provisions of future general Acts.

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

Public Act.

XXXVI. 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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