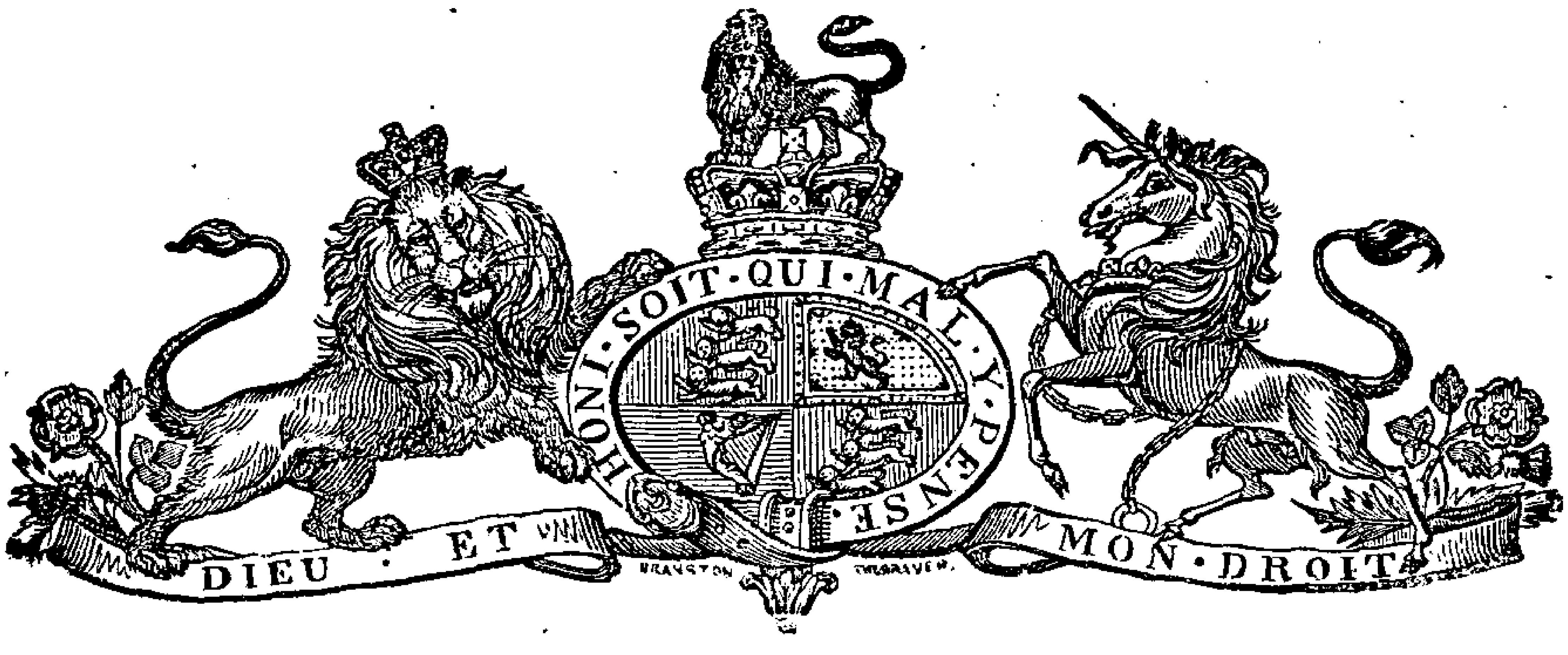


ANNO NONO & DECIMO

VICTORIÆ REGINÆ.

****

Cap. cccxliii.

An Act for making a Railway from *Lough Allen* to *Lough Gill*, both in the County of *Leitrim*, to be called "The *Sligo and Shannon* Railway."

[3d *August* 1846.]

WHEREAS the making of a Railway from the Shore of *Lough Allen* in the Parish of *Innismagrath* to the Shore of *Lough Gill* in the Parish of *Drumlease*, all in the County of *Leitrim*, would be of great public Advantage, by opening an additional, certain, and expeditious Means of Communication between the said Places, and also by facilitating Communication between more distant Towns and Places: And whereas an Act was passed in the Eighth Year of the Reign of Her Majesty Queen *Victoria*, intituled *An Act for consolidating in One Act certain Provisions usually inserted in Acts with respect to the Constitution of Companies incorporated for carrying on Undertakings of a public Nature*, called "The Companies Clauses Consolidation Act, 1845:" And whereas another Act was passed in the said Eighth Year of the Reign of Her said Majesty, intituled *An Act for consolidating in One Act certain Provisions usually inserted in Acts authorizing the taking of Lands for Undertakings of a public Nature*, called "The Lands Clauses Consolidation Act, 1845:" And whereas another Act was passed in the said Eighth Year of the Reign of Her said Majesty, intituled

8 & 9 Vict. c. 16.

8 & 9 Vict. c. 18.

8 & 9 Vict. c. 20.

tituled *An Act for consolidating in One Act certain Provisions usually inserted in Acts authorizing the making of Railways*, called "The Railways Clauses Consolidation Act, 1845:" And whereas the Persons hereafter named, together with other Persons, are willing, at their own Expence, to carry such Undertaking into execution, but the same cannot be effected without the Authority of Parliament: 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 said "Companies Clauses Consolidation Act, 1845," the "Lands Clauses Consolidation Act, 1845," and the "Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act, save as to such Parts thereof as may be modified by or inconsistent with the Provisions of this Act.

Recited Acts 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, Parliamentary Notices, and other Proceedings, it shall be sufficient to use the Expression "The *Sligo and Shannon* Railway Act, 1846."

Subscribers incorporated.

III. And be it enacted, That *William Richard Ormsby Gore*, *Henry St. John* commonly called the Honourable *Henry St. John*, *Edward Nicholls*, *William Kernaghan*, *Griffin Curtis Galt*, *Philip Bennett Lucas*, *James Vickers*, *William Galt*, Sir *John M'Taggart*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the said Railway herein-before mentioned and herein-after more particularly defined, with proper Works and Conveniences belonging thereto, according to the Provisions of the said recited Acts and of this Act, and for other the Purposes herein and in the said recited Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Sligo and Shannon* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking within the Restrictions herein and in the said recited Acts contained.

Capital.

IV. And whereas the estimated Expence of making the said Railway is Eighty-five thousand two hundred and thirty-eight Pounds; be it enacted, That the Capital of the said Company shall be One hundred 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, and the Amount of each Share shall be Twenty-five Pounds.

Calls.

VI. And be it enacted, That Five Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Four Fifths of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One

One Year upon any Share, and Three Months at the least shall be the Interval between successive Calls.

Interest to be paid on Calls until Railway completed.

VII. And be it enacted, That it shall be lawful for the Directors of the said Company, until the said Railways shall be completed and opened to the Public, to pay Interest at any Rate not exceeding Four Pounds *per Centum per Annum* in respect of the Calls paid on every Share from the Day on which such Calls shall respectively have been paid up, such Interest to accrue and be paid at such Times and Places as the Directors for the Time being shall appoint for that Purpose: Provided always, that no Interest shall accrue to the Proprietor of any Share upon which any Call shall be in arrear in respect of such Share, or on any other Share holden by the same Proprietor, during such Period as such Call shall remain unpaid.

Power to borrow Money.

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

Mortgagees may enforce Payment of Arrears by Appointment of a Receiver.

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

Number and Qualification of Directors.

X. And be it enacted, That the Number of Directors of the said Company shall be Nine, and the Qualification of a Director shall be the Possession in his own Right of Twenty Shares 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 Ten, and if reduced be not less than Six Directors.

First Directors.

XII. And be it enacted, That *William Richard Ormsby Gore*, *William Kernaghan*, *Henry St. John* commonly called the Honourable *Henry St. John*, *Edward Nicholls*, *Griffin Curtis Galt*, *Philip Bennett Lucas*, *James Vickers*, *William Galt*, and Sir *John M'Taggart* shall be the first Directors of the Company.

Directors named to vacate, and as to future Election.

XIII. 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

those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the corresponding Ordinary Meeting to be held in the next and every Year thereafter the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office in rotation agreeably to the Provisions in the said "Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed or 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."

Quorum of Directors.

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

Committees of Directors.

XV. And be it enacted, That the Number of Directors of which Committees appointed by the Directors shall consist shall be not less than Three nor more than Five, and the Quorum of such Committee shall be Three.

Committees not to make Calls.

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

Remuneration of Directors and Auditors.

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

Railway to be made according to deposited Plans.

XVIII. And whereas Plans and Sections of the intended Railway showing the Lines and Levels thereof, and also Books of Reference thereto containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass, or which may be required to be taken for the Purposes of the Undertaking, have been deposited with the Clerk of the Peace of the said County of *Leitrim*; be it enacted, That, subject to the Provisions in this and the said recited Acts contained, it shall be lawful for the said Company to make and maintain the said Railway and Works in the Lines and upon the Lands delineated on the said Plans and described in the said Books of Reference, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Certain Provisions of Railway Clauses Consolidation Act to apply to Clerks of Unions in lieu of Postmasters.

XIX. And whereas by the "Railways Clauses Consolidation Act, 1845," it is provided that Certificates of any Omission, Mis-statement, or erroneous Description in certain Plans and Books of Reference therein referred to should be deposited with the Postmasters of the Post Towns in or nearest to the several Parishes in *Ireland* in which the Lands affected thereby should be situate; and it is also provided that certain Plans and Sections of such Alterations in the original Plans and Sections as shall have been approved by Parliament should also be deposited with such Postmasters, and be retained and produced by them for Inspection in manner therein mentioned: And whereas, in

in compliance with the present Standing Orders of both Houses of Parliament, the several Plans, Sections, and other Documents heretofore required to be deposited with the Postmasters of the Post Towns in *Ireland* are now deposited with the Clerks of the Union instead of such Postmasters; be it therefore enacted, That with reference to this Act all the Provisions of the said "Railways Clauses Consolidation Act, 1845," relating to the Matters aforesaid, and the Expression "Postmasters of the Post Towns in or nearest to such Parishes in *Ireland*," or the Word "Postmaster," in the said Act, shall be read and construed as if the Expression "Clerks of the Union within which such Parishes are included in *Ireland*," or the Words "Clerks of the Union," as the Case may be, had been used and inserted in such Act in lieu of the Expression "the Postmasters of the Post Towns in or nearest to such Parishes in *Ireland*," or in lieu of the Word "Postmaster," as the Case may be.

Line of Railway.

XX. And be it enacted, That the said Railway shall commence at or near a certain Place called *William Curneen's Land* on the Bank or Shore of *Lough Allen* aforesaid in the Townland of *Drummons Lower* in the said Parish of *Innismagrath*, and shall pass through the following Parishes, Townlands, and Places; (that is to say,) the Townlands of *Drummons Lower*, *Annaghgerry*, *Cloonneon Lower*, *Kilmore*, *Derrindangan*, *Greyfield*, *Corchuill Lower*, *Corchuill*, *Clooneen*, *Drumbrahade*, *Derrylustia*, *Lisnanaw*, *Lisacoghill*, *Greaghnagon*, *Gortacorka*, *Tawnylea*, *Shivdelagh*, *Derrintawny*, *Drumduffy*, *Corrasra*, *Belhavel*, *Drumkeel*, *Drummany* Glebe, *Drummany*, *Drumconnor*, *Cashel*, *Flughanagh*, *Kilcoon*, *Ardvarny*, *Corcusconny*, *Cleen*, *Drumlease*, *Dromahaire*, *Carrickacroghery*, *Stonepark*, *Greenaun South*, *Corscusconny*, *Cleen*, *Killaleen*, *Drumlease*, *Fawn*, *Mullagh*, *Dromahaire*, *Carrickacroghery*, all in the Parishes of *Innismagrath*, *Killargy*, *Killanumery*, and *Drumlease*, and shall terminate at or near a certain Place called *Greenaun Wood* on the Bank or Shore of *Lough Gill* aforesaid in the Townland of *Greenaun South* in the Parish of *Drumlease* aforesaid, all in the said County of *Leitrim*.

Power to use Water of Belhavel Loch.

XXI. And whereas it might tend to the Economy in the future working of the said Railway to use Water as a motive Power for exhausting the Air from the Pipes to be used in case the said Railway be constructed on the atmospheric System and Traction; be it enacted, That it shall be lawful for the Company, with the Consent of the Owner or Owners of the Waters of *Belhavel Loch* in the said County of *Leitrim*, to take and use so much of the said Waters as shall be necessary for the Purpose of working the Machinery to be used in exhausting the said Air Pipes, and for other Purposes connected therewith.

Gauge of Rail.

XXII. And be it enacted, That the said Railway shall be laid down and for ever thereafter maintained and kept at a Gauge of Five Feet Three Inches.

Board of Trade may compel the Company to

XXIII. And whereas it is not proposed in the first instance to lay down more than a single Line of Rails on the said Railway; be it enacted, That if at any Time after Twelve Months from the opening of

lay down additional Line of Rails.

of the said Railway to the Public it shall appear to the Lords of Her Majesty's Committee of Council for Trade and Foreign Plantations that an additional Line of Rails is required for the Safety of the Public using the said Railway, then and in such Case the said Company shall and they are hereby required, upon receiving an Order in Writing to that Effect from the Lords of the said Committee, to lay down an additional Line of Rails upon the said Railway, and to execute all other necessary Works for effecting such Purpose within such reasonable Time as shall be fixed by the Lords of the said Committee, having reference to the Extent of the Works to be executed under the said Order.

Power to cross Roads on the Level.

XXIV. And be it enacted, That in making the said Railway it shall be lawful for the Company to construct the said Railway across and on the Level of the following public Carriage Roads; that is to say, in the Townland of *Kilmore* in the Parish of *Innismagrath* the public Carriage Road numbered 8 on the said Plans; in the Townland of *Belhavel* in the Parish of *Killargy* the public Carriage Road numbered 4 on the said Plans; in the Townland of *Dromahaire* in the Parish of *Drumlease* the public Carriage Road numbered 6 on the said Plans: Provided always, that the said Company shall maintain Stations at the crossing of the said Two last-mentioned Roads, and Trains shall not pass the same at a greater Speed than Four Miles *per* Hour; and in case the said Company shall offend therein they shall forfeit a Sum not exceeding Five Pounds for every such Offence.

Land for extraordinary Purposes.

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

Period within which Lands are to be purchased.

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

Period for Completion of Railway, &c.

XXVII. 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 hereby authorized, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the same as shall then be completed.

Tolls.

XXVIII. And be it enacted, That it shall be lawful for the Company to demand any Tolls for the Use of any Part of the said Railway, not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandize.

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

Class 1.—For all Compost, Dung, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of Roads or Highways, *per* Ton *per* Mile not exceeding One Penny; and if conveyed by Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny;

and

and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Penny:

Class 2.—For all Coal, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandize, *per* Ton *per* Mile not exceeding One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Penny:

Class 3.—For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Twopence:

Class 4.—For all Cotton and other Wools, Drugs, excepting Vitriol, manufactured Goods, and all other Wares, Merchandize, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Three-pence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Two-pence:

Class 5.—And for every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, *per* Mile not exceeding Sixpence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding Two-pence; and if propelled by an Engine belonging to the Company, a further Sum *per* Mile not exceeding Two-pence:

And the Sum of One Penny Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton; and if propelled by an Engine belonging to the Company, a further Sum not exceeding One Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton.

Tolls for Animals, &c.

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

Class 6.—For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, *per* Mile not exceeding Three-

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

Class 7. — For every Calf or Pig, Sheep, Lamb, or other small Animal, conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

Tolls for Passengers.

In respect of Passengers conveyed in Carriages upon the Railway as follows:

For any Person conveyed in or upon any such Carriage, *per* Mile not exceeding Two-pence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny.

Regulations as to the Tolls.

XXIX. And be it enacted, That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For Articles or Persons conveyed on the Railway for a less Distance than Six Miles the Company may demand Tolls and Charges as for Six Miles:

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

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

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

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

Tolls for small Parcels and Articles of great Weight.

XXX. 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, Parcels not exceeding Five hundred Pounds Weight each) the Company may demand any Sum which they may think fit: Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand any Sum not exceeding Sixpence *per* Ton *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Four-pence; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Three-pence:

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

Passengers Luggage.

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

Maximum Rates of Charges for Passengers.

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

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

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

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

Maximum Charges for Goods and Animals.

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

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

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

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

For the Matters mentioned under Class 4, not exceeding Four-pence *per* Ton *per* Mile:

For any Carriage mentioned under Class 5, not weighing more than One Ton, not exceeding Eight-pence *per* Mile; and if weighing more than One Ton, not exceeding Two-pence *per*

Mile for every Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton:

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

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

Restriction as to Charges not to apply to Special Trains.

XXXIV. Provided always, and be it enacted, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special or Extra Train that may be required to be run upon the said 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.

Saving the Rights and Powers of the Commissioners of the River Shannon.

XXXV. Provided always, and be it enacted, That nothing in this Act, or in the said Companies Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Act, 1845, the Railways Clauses Consolidation Act, 1845, hereby incorporated with and forming Part of this Act, or any of them, contained, shall lessen, abridge, or interfere with the Powers and Authorities vested in the Commissioners acting in execution of an Act made and passed in the Second and Third Years of the Reign of Her present Majesty, intituled *An Act for the Improvement of the Navigation of the River* Shannon; and, notwithstanding any thing in this Act or in any of the said Acts contained, it shall not be lawful for the said Company to carry the said Railway or any Works appertaining to the same over, across, or alongside of the said River *Shannon*, or on or along any Part of the Land and Hereditaments heretofore acquired by the said Commissioners, or being within the Jurisdiction of the said Commissioners as heretofore defined by them under the Provisions of the said Act, or to make any Bridges or other Works in, over, or along any Part of the said River, or in any Manner to interfere with the Works now or hereafter to be executed by the said Commissioners under the said Act, or with the Navigation of the said River *Shannon*, except and upon such Terms, under such Restrictions, and according to such Plans, Elevations, and Sections, as shall be approved of and so signified by the said Commissioners in Writing under their Hands for that Purpose.

2 & 3 Vict. c. 61.

Railway to be subject to the Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., and 7 & 8 Vict. c. 85.

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, 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;* be it enacted, That nothing in this Act contained shall be held to exempt the said Railway or the said Company from the Provisions of the said several Acts respectively,

tively, 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.

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

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

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

LONDON: Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1846.