



ANNO VICESIMO QUINTO & VICESIMO SEXTO

VICTORIÆ REGINÆ.

Cap. cxciv.

An Act for making a Railway to connect the *South Staffordshire* Railway with the *Cannock Chase* Railway in the County of *Stafford*, and for other Purposes. [29th *July* 1862.]

WHEREAS the Construction of a Railway from the *Norton* Branch of the *South Staffordshire* Railway to the Eastern Terminus of the Railway (herein-after referred to as "the *Chase* Railway"), authorized by "The *Cannock Chase* Railway Act, 1860," would be of public and local Advantage: And whereas it is expedient that the Persons herein-after named, together with other Persons, should be incorporated into a Company for the Purpose of carrying such Undertaking into execution: And whereas it is expedient that the *London and North-western* Railway Company (herein-after referred to as "the *North-western* Company") and the Company to be incorporated by this Act should be empowered to make and carry into effect Agreements for the Conveyance of Traffic on the Railway by this Act authorized: And whereas the several Purposes aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this

[*Local.*]

33 B

present

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present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

8 & 9 Vict.
cc. 16, 18.
& 20. and
23 & 24 Vict.
c. 106. in-
corporated.

1. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act; and in construing those Acts in connexion with this Act the Term "Superior Courts" includes all Courts of competent Jurisdiction.

Short Title.

2. This Act may be cited for any Purpose as "*Cannock Chase Railway (Extension) Act, 1862.*"

Incorporation of Company.

3. The Most Honourable Henry Marquess of *Anglesey*, the Right Honourable *Henry William George Paget* commonly called Earl of *Uxbridge*, *Edward Tredcroft*, *Thomas Landor*, and *John Thomas Woodhouse*, 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 Railway and Works herein-after described, with proper Works and Conveniences in connexion therewith, according to the Provisions of this Act, and for other the Purposes herein and in the said incorporated Acts contained, and for the Purposes aforesaid shall be incorporated by the Name of "*The Cannock Chase (Extension) Railway Company,*" and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, subject to the Restrictions herein and in the said incorporated Acts contained.

Capital.

4. The Capital of the Company shall be Thirty thousand Pounds, and shall be divided into Three thousand Shares of the Amount of Ten Pounds each.

Calls.

5. One Fourth of a Share shall be the greatest Amount of any One Call which the Company may make on any Share created by them under the Powers of this Act, and Three Fourths of a Share shall be the utmost aggregate Amount of Calls made in any One Year upon any Share, and Two Months at least shall be the Interval between successive Calls.

Power to borrow on Mortgage.

6. The Company may from Time to Time borrow on Mortgage any Sum not exceeding in the whole Ten thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Thirty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up, and until the Company shall have proved to the Justice who is to certify, under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845,"
(before

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(before he so certifies,) that the whole of the said Capital of Thirty thousand Pounds has been subscribed for *bonâ fide*, and is held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same, of which Proof having been given the Certificate of such Justice under that Section shall be sufficient Evidence.

7. 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 the Application for such Receiver shall be made shall not be less than One thousand Pounds in the whole.

Arrears may be enforced by Appointment of a Receiver.

8. All Monies raised under the Powers of this Act, either by Shares or by borrowing, shall be applied in carrying out the Purposes of this Act only, and for no other Purpose.

Application of Monies.

9. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of 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 contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Interest or Dividend not to be paid on Calls paid up.

10. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised, 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 such Company to construct any other Railway, or execute any other Work or Undertaking.

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

11. The First Ordinary Meeting of the Company shall be held within Six Months next after the passing of this Act.

First Ordinary Meeting.

12. The Number of Directors of the Company shall be Five, and the Qualification of a Director shall be the Possession in his own Right of Shares or Stock in the Undertaking of the aggregate nominal Value of Two hundred Pounds.

Number and Qualification of Directors.

13. The Quorum of a Meeting of Directors shall be Three.

Quorum of Directors.

14. The

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First Directors.

14. The Earl of *Uxbridge*, *Edward Tredcroft*, *Thomas Landor*, and *John Thomas Woodhouse*, and any One other duly qualified Person nominated in this Behalf by those Four Persons, or by the Survivors of them, or by a Majority of those Four Persons or of such Survivors, shall be the First Directors of the Company, and shall continue in Office until the First Ordinary Meeting in the Year One thousand eight hundred and sixty-three: Provided always, that the Acts and Proceedings of the Directors for the Time being previous to such Nomination shall not be invalidated or prejudiced by reason of their Number being less than Five.

Provisions for Directors retiring and future Elections.

15. At the First Ordinary Meeting to be held in the Year One thousand eight hundred and sixty-three the Shareholders present, personally or by Proxy, may either continue in Office the First Directors or any of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, and an additional Director, if necessary, to make up the Number of Five, the First Directors being eligible for Re-election; and at the First Ordinary Meeting to be held in the Year One thousand eight hundred and sixty-four, and at the First Ordinary Meeting in every subsequent Year, 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 of "The Companies Clauses Consolidation Act, 1845," in that Behalf; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue Directors until others are elected in their Stead as in that Act mentioned.

Power to make Railway and Works according to deposited Plans.

16. Whereas Plans and Sections of the proposed Railway and Works showing the Line and Levels thereof, and also a Book of Reference thereto containing the Names of the Owners and Lessees or reputed Owners and Lessees and of the Occupiers of the Lands through which the same are intended to pass, or which may be required for the Purposes of the Undertaking, have been deposited with the Clerk of the Peace for the County of *Stafford*: Therefore, subject to the Provisions and Powers of Deviation in this Act and the incorporated Acts contained, the Company may make and maintain the Railway herein-after described, and Works connected therewith, in the Line and upon the Lands delineated upon the said Plans and described in the said Book of Reference, and according to the Levels described in the said Sections, and may enter upon, take, and use such of the said Lands as shall be necessary for the Purposes thereof.

Line of Railway.

17. The Railway shall commence by a Junction with the *Norton* Branch of the *South Staffordshire* Railway in the Parish of *Norton* otherwise *Norton Canes* otherwise *Norton-under-Cannock* in the County of *Stafford*, and shall terminate in the Parish of *Cannock* in the County of

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of *Stafford* at or near the Eastern Terminus of the *Chase* Railway near *Cooper's Lodge*.

18. Notwithstanding anything in "The Railways Clauses Consolidation Act, 1845," contained, the Company in the Construction of the Railway may deviate from the Line and Levels of any Arches, Tunnels, or Viaducts described in the deposited Plans or Sections, so as the Deviations be made within the Limits of Deviation shown on those Plans, and subject to the Limitations contained in the Eleventh, Twelfth, or Fifteenth Sections of that Act, and so as the Nature of the Work as described be not altered, and they may also substitute any other Engineering Work not shown on those Plans or Sections, instead of a Tunnel, Viaduct, Arch or Arches, as shown thereon, provided that every such Substitution be authorized by a Certificate of the Board of Trade; and the said Board is hereby empowered to grant such Certificate, provided it shall appear to them, upon due Inquiry, that the Company has acted in the Matter with good Faith, and that the Owners, Lessees, and Occupiers of the Land in which the Substitution is intended to be made consent thereto, and also that the Safety and Convenience of the Public will not be diminished thereby; provided that nothing herein contained shall take away or affect any of the Powers given to the Company or to the Board of Trade by the Eleventh, Twelfth, Fourteenth, or Fifteenth Sections of "The Railways Clauses Consolidation Act, 1845."

Power to
alter Engi-
neering
Works.

19. All Communications between the Railway hereby authorized to be made and the Railway of any other Company or of any other Person, and all such Openings in the Ledges or Flanches of such other Railway as may be necessary or convenient for effecting such Communications, shall, except in so far as may be otherwise agreed between the Company and such other Company or such Person, be made and maintained at the sole Expense of the Company, but to the reasonable Satisfaction of the Engineer for the Time being of such other Company or of such Person; and in case of any Difference arising between that Engineer and the Engineer of the Company as to the Mode of effecting such Communications, then the same shall be determined by a Referee, to be appointed, on the Application of either of the Parties in difference, by the Board of Trade.

Communi-
cations with
other Rail-
ways how to
be made.

20. Each other Company or Person with whose Railway any such Communication is made may from Time to Time erect such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Switchmen, or other Persons, as may be necessary for the Prevention of Danger or Obstruction to or Interference with Traffic at and near the Point of Junction between their or his Railway and the Railway by this Act authorized; and the Working and Management

Provision
for Watch-
men, Sig-
nals, &c.

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of such Signals, Works, and Conveniences shall be under the exclusive Management and Regulation of such other Company or Person; and all the Costs and Expenses of erecting and maintaining such Signals, Works, and Conveniences, and the Wages of such Watchmen, Switchmen, and other Persons, shall (except in so far as may be otherwise agreed between the Company and such other Company or such Person) at the End of every Half Year be repaid by the Company to such other Company or (as the Case may be) to such Person; and in default of such Repayment the Amount of such Costs, Expenses, and Wages may be recovered from the Company by such other Company or (as the Case may be) by such Person in any Court of competent Jurisdiction.

Not to take Lands, &c. belonging to Railway Company herein named without Consent.

21. Nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company to take or enter upon or use, either permanently or temporarily, any of the Lands belonging to the *North-western* Company or to the *South Staffordshire* Railway Company, or to alter, vary, or interfere with the *London and North-western* Railway or the *South Staffordshire* Railway, or any of the Works thereof respectively, further or otherwise than is necessary for the proper and convenient Junction between their said Railways and the Railway hereby authorized, without the Consent in Writing in every Instance for that Purpose first had and obtained of the *North-western* and of the *South Staffordshire* Railway Companies respectively.

Saving Rights of Companies herein named.

22. Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, or Powers of the *North-western* Company or the *South Staffordshire* Railway Company otherwise than is herein expressly provided.

Lands for extraordinary Purposes.

23. The Company may purchase, by Agreement, and not compulsorily, for extraordinary Purposes, as defined in "The Railways Clauses Consolidation Act, 1845," any Quantity of Land not exceeding Three Acres.

Powers for compulsory Purchases limited.

24. 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 Two Years from the passing of this Act.

Limiting Time for Exercise of other Powers.

25. Upon the Expiration of Three Years from the passing of this Act all the Powers hereby granted to the Company for making the Railway and Works 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.

Security for Completion of Railway

26. And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter

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Chapter 20, a Sum of Two thousand four hundred Pounds, being Eight *per Centum* upon the Amount of the Estimate of the Expense of the Railway authorized by this Act, has been deposited with the Court of Chancery in *England* in respect to the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Sum so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of that Sum, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period by this Act limited for the Completion of the Railway, either open the Railway for public Traffic, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if that Period shall expire before the Company shall either have opened the Railway for public Traffic, or have given such Proof as aforesaid to the Satisfaction of the Board of Trade, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*; provided that at any Time after the passing of this Act if a Bond in twice the Amount of the said Sum so deposited shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor of the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of a Sum equal to the Sum so deposited if the Company shall not, within the Period by this Act limited for the Completion of the Railway, either open the Railway for public Traffic, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, or the Executors or Administrators of such Survivor; and

within
limited
Time.

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and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Board of Trade that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

27. The Company may demand and take any Tolls, Rates, and Charges for the Use of the Railway, as follows; (that is to say,)

Class 1. For all Coals, Coke, Ironstone, Iron Ore, Pig Iron, Rod Iron, Bar Iron, Sheet Iron, Hoop Iron, Plates of Iron, Slabs, Billets, and rolled Iron, Limestone, Lime, Bricks, Salt, Sand, Fire-clay, Cinders, Slag, and Stone, *per* Ton not exceeding Sixpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton not exceeding Twopence:

Class 2. For all Dung, Compost, and all Sorts of Manure, and for all undressed Materials for the Repair of public Roads or Highways, and for heavy Iron Castings, including Railway Chairs, and for all Culm, Charcoal, and all Stones for building, pitching, and paving, all Tiles, Slates, and Clay (except Fire-clay), Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, and for light Castings, and for all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, or Things, *per* Ton not exceeding Eightpence; and if conveyed in Carriages belonging to the Company, an additional Sum not exceeding Twopence:

Class 3. 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, carried or conveyed on a Truck or Platform belonging to the Company, not exceeding One Shilling, and the Sum of Threepence for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which such Carriage may weigh.

Tolls for
propelling
Power.

28. The Toll which the Company may demand for the Use of Engines or other Power for propelling Carriages on the Railway shall not exceed Fourpence for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

29. The

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29. The following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

Regulations
as to the
Tolls.

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, and so in proportion for any smaller Quantity.

30. And with respect to small Packages, and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand Tolls not exceeding the following; (that is to say,)

Tolls for
small Parcels
and Articles
of great
Weight.

For the Carriage of small Parcels the Company may demand any Sum which they may think fit, not exceeding the Rates following:

Not exceeding in Weight Seven Pounds, Twopence; exceeding Seven and not exceeding Fourteen Pounds, Threepence; exceeding Fourteen and not exceeding Twenty-eight Pounds, Fourpence; exceeding Twenty-eight and not exceeding Fifty-six Pounds, Sixpence; exceeding Fifty-six and not exceeding Five hundred Pounds, such Sum as they may think proper: 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 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 such Sum as they may think fit, not exceeding Three Shillings *per* Ton:

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

31. The maximum Rates of Charge to be made by the Company, including the Tolls for the User of the Railway, and Waggons or Trucks and locomotive Power, and every Expense incidental to such Conveyance, (except a reasonable Sum for loading, covering, and unloading Goods at any Terminal Station of such Goods, and for Delivery and

Maximum
Rates of
Charges.

[*Local.*]

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Collection

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Collection and warehousing, and any other Services 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 :

For Coals, Coke, Ironstone, and other Articles herein-before classed therewith, the Sum of Ninepence *per* Ton :

For Dung, Compost, Manure, Culm, Cotton, and other Articles herein-before classed therewith, the Sum of One Shilling *per* Ton :

For every Carriage, the Sum of One Shilling and Sixpence.

Defining Terminal Stations.

32. No Station is to be considered a Terminal Station in regard to any Goods conveyed on the Railway which have not been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered thereat to the Consignee.

Company may take increased Charges by Agreement.

33. Nothing herein contained shall be held to prevent the 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, by reason of any special Service performed by the Company in relation thereto.

Railway not to be Passenger Line.

34. The Railway shall not be used for the Conveyance of Passengers without the Authority of Parliament in that Behalf first had and obtained.

Power to enter into Traffic Arrangements with the North-western Company.

35. The Company and the *North-western* Company may from Time to Time enter into and carry into effect any Agreements for or with respect to the following Purposes or any of them ; (that is to say,)

The Use by the *North-western* Company of the whole or any Part of the Railway by this Act authorized, and of the Works and Conveniences belonging thereto :

The Collection, Transmission, Conveyance, and Delivery of the Traffic upon the Railway :

The fixing, Collection, taking, and levying of the said Tolls, Rates, and Charges to be taken upon the Railway or any Part thereof, and the Division between the *North-western* Company and the Company of the Receipts arising from the Traffic upon the Railway or any Part thereof.

Duration of Agreement. Agreement to be approved by Board of Trade.

36. Any such Agreements shall be and continue for such Term or Period as shall be mutually agreed upon, and no such Agreement shall have any Operation until the same shall be approved by the Board of Trade ; and no such Agreement shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the Company

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Company and the *North-western* Company shall for the Time being be respectively authorized and entitled to demand and receive from any Person or any other Company, but all other Companies and all Persons shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railway, upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as they would have been in case no such Agreement had been entered into: Provided always, that the said Board shall not approve such Agreement without being satisfied that the same has been duly assented to by the Shareholders of the contracting Company in Special Meeting assembled for that Purpose, as herein-after required; provided also, the said Board may, if they think it necessary or expedient for the public Interests, on the Expiration of every Ten Years from the Commencement of any such Agreement, or on the Expiration of every Ten Years from the Period when any Revision thereof shall be made by them, cause the same to be revised; and that Board shall have Power to declare any Modification required by that Board to be Part of the Agreement, and the Agreement shall have effect accordingly.

37. The Company, previous to the Expiration of each such Period of Ten Years, shall give such public Notice as the Board of Trade may prescribe that that Board has such Power, and is about to enter on such Revision, and will entertain Complaints, with a view to the Removal of any Evil resulting to the Public from any such Arrangement.

Notice of Revision to be given.

38. No such Agreement as aforesaid shall have any Operation or Effect unless approved by not less than Three Fifths of the Votes of the Shareholders present, personally or by Proxy, at a Meeting of each Company, Party thereto, convened with due Notice of the Intention to submit such Agreement for Approval.

No Agreement to take effect till approved by Shareholders of contracting Company.

39. Every such Meeting shall be called by Advertisements inserted once in each of Two successive Weeks in a Morning Newspaper published in *London*, and in some Newspaper published in the County in which the chief Office of the Company convening the Meeting is situate, the last of which Advertisements shall be published not less than Seven Days before the Day of the Meeting, and also by Circular addressed to every Shareholder entitled to vote at Meetings of that Company, to be served in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices required to be served by the Company on their Shareholders.

Notice of Meeting for such Approval.

40. Nothing in this Act contained shall exempt the Railway from the Provisions of any General Act relating to Railways now in force, or which may hereafter pass during this or any future Session of Parliament,

Railway not exempt from Provisions of present

Parliament,

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and future
General
Acts.

Parliament, so far as such Provisions relate to Railways not authorized to carry Passengers, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, or the Rates for small Parcels, by this Act respectively authorized.

Expenses of
Act.

41. All the Costs, Charges, and Expenses of and incidental to the passing of this Act shall be paid by the Company.

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