

The Great Western, Birmingham, and Chester Railways Act, 1854.

Mineral Railway Company was incorporated by an Act passed in the Seventh and Eighth Years of the Reign of Her present Majesty, Chapter 99, (mentioned in the Schedule B. hereunto annexed,) with Power to make a Railway from the River *Dee* in the County of the City of *Chester* to *Wrexham* in the County of *Denbigh*; and Two other Acts (mentioned in the said Schedule B.) have been also passed giving Powers to the said last-mentioned Company: And whereas a Company called the *Shrewsbury, Oswestry, and Chester Junction* Railway Company was incorporated by another Act passed in the Eighth and Ninth Years of the Reign of Her present Majesty, Chapter 42, (also mentioned in the said Schedule B.,) for making a Railway from *Shrewsbury* aforesaid to *Ruabon* in the County of *Denbigh*; and Two other Acts (also mentioned in the said Schedule B) have been passed conferring Powers upon the said last-mentioned Company: And whereas the said Two last-mentioned Companies were united into One and incorporated under the Name of the *Shrewsbury and Chester* Railway Company by an Act passed in the Ninth and Tenth Years of the Reign of Her present Majesty Queen *Victoria*, Chapter 251, (mentioned in the said Schedule B. hereunto annexed,) and the several other Acts specified in the said Schedule B. have been also passed conferring Powers upon or having reference to the said last-mentioned Company: And whereas a continuous Line of Railway from *London* by way of *Oxford* and *Birmingham*, to join the *Oxford, Worcester, and Wolverhampton* Railway near *Wolverhampton*, has been authorized to be made, and to become vested in the *Great Western* Railway Company as Part of their Undertaking: And whereas the Line of the *Oxford, Worcester, and Wolverhampton* Railway affords Access to *Wolverhampton* from the said Line so to become vested in the *Great Western* Railway Company; and a Junction Line of Railway between the *Oxford, Worcester, and Wolverhampton* Railway and the *Shrewsbury and Birmingham* Railway at or near *Wolverhampton* has also been authorized by Parliament to be constructed by the *Great Western* Railway Company: And whereas, under and by virtue of the said Acts or some of them relating to the said *Shrewsbury and Birmingham* Railway Company, the said last-mentioned Company were authorized (*inter alia*) to make a Railway from *Wolverhampton* to *Shrewsbury*, which Railway has been completed and opened for public Use: And whereas, under and by virtue of the said Acts or some of them relating to the said *Shrewsbury and Chester* Railway Company, the said last-mentioned Company were authorized to make (*inter alia*) a Line of Railway extending from *Shrewsbury* aforesaid, where the same is connected with the Line of the said *Shrewsbury and Birmingham* Railway, to a Point on the *Chester and Holyhead* Railway near the City of *Chester*, which Railway has also been completed and opened for public Use; and the said Company are empowered to use the said *Chester and Holyhead*

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Holyhead Railway for the Passage of their Engines and Carriages from the said Point of Junction to the Railway Station in or near the City of *Chester* of which the said *Shrewsbury and Chester* Railway Company are joint Proprietors along with certain other Companies: And whereas the said *Shrewsbury and Chester* Railway Company are also empowered to construct a Station at *Birkenhead*, and to use the Line and Stations of the *Birkenhead, Lancashire, and Cheshire Junction* Railway, and to construct certain Branch or Junction Lines of Railway for connecting the said last-mentioned Railway with the *Bridgwater* Canal and the *Mersey and Irwell* Navigation, and the said several Lines of Railway will form One continuous Line of Railway between *London* and the River *Mersey*, and also, in connexion with the said Canal and Navigation, will afford continuous Communication for the Passage and Transmission of Goods between *London* and *Manchester* and intermediate Places, and it would tend to the Advantage of the Public by the greater Economy of Management if the Undertakings of the said *Great Western, Shrewsbury and Birmingham*, and *Shrewsbury and Chester* Railway Companies were placed under One Control: And whereas for effecting the Object last aforesaid, the said *Shrewsbury and Birmingham* Railway Company and the said *Shrewsbury and Chester* Railway Company have agreed at Special General Meetings of the said Companies respectively, and the said *Great Western* Railway Company are willing (subject to the Sanction and Approval of Parliament), to consolidate and unite their several Undertakings into One, and to become united and amalgamated into One Company, as herein-after provided, upon the Terms and Conditions specified in an Agreement under the Seals of the Three Companies, bearing Date the Twenty-eighth of *September* One thousand eight hundred and fifty-three: And whereas it is expedient that such Union and Consolidation of the said Companies respectively, and of their respective Undertakings as aforesaid, should be authorized and carried into effect, subject to the Provisions herein-after contained: And whereas the Share Capital authorized to be raised by the *Shrewsbury and Birmingham* Railway Company is One million three hundred and fifty-four thousand seven hundred and eighty-seven Pounds Ten Shillings, of which the Sum of Ten thousand Pounds has not yet been raised, and the said Company are authorized to borrow on Mortgage or Bond any Sums not exceeding in the whole Four hundred and eighty-eight thousand three hundred and thirty-three Pounds: And whereas the Share Capital authorized to be raised by the *Shrewsbury and Birmingham* Railway Company as aforesaid has, so far as already raised, been divided into Shares and Stock of the respective Denominations and Amounts following; that is to say, first, Nineteen thousand three hundred and seventy-five Shares, called "Preference Shares," of the Amount of Eight Pounds each, bearing a Preference Dividend at the

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the Rate of Eight Pounds *per Centum per Annum* for Ten Years from the Twelfth Day of *November* One thousand eight hundred and forty-nine, being the Date of the opening of the Main Line of Railway from *Shrewsbury* to *Wolverhampton*, and at the Rate of Six Pounds *per Centum per Annum* in perpetuity thereafter, payable out of the net yearly Revenue arising from all Income or Receipts of whatever Description paid to or received by the said Company; secondly, the Sum of One hundred and ninety thousand and eighty-seven Pounds Ten Shillings of Stock, called "*The London and North-western* Guaranteed Stock," entitled to receive from the *London and North-western* Railway Company a Dividend equal to Two equal Third Parts of the Dividend for the Time being payable to the Proprietors of Stock in the said last-mentioned Company; and lastly, the Sum of Nine hundred and ninety-nine thousand seven hundred Pounds, being the ordinary Stock of the Company and called "*Shrewsbury and Birmingham* Railway Stock:" And whereas the Share Capital authorized to be raised by the *Shrewsbury and Chester* Railway Company is One million two hundred and fifty-one thousand Pounds, which has been divided into Shares of the respective Amounts and bearing the respective Rates of Preference after mentioned in the Order of Priority following; that is to say, first, Seventeen thousand five hundred Shares of Ten Pounds each, bearing a perpetual Preference Dividend at the Rate of Eight Pounds *per Centum per Annum*; secondly, Nine thousand seven hundred and twenty-six Shares of Ten Pounds each, bearing a preferable guaranteed Dividend at the Rate of Five Pounds *per Centum per Annum*, but redeemable by the Company at any Time or Times after the Expiration of Five Years from the Thirty-first Day of *August* One thousand eight hundred and fifty-two, in whole or in part, on Payment of a Bonus at the Rate of Ten Pounds for every Hundred Pounds of the Amount redeemed; thirdly, Seven thousand six hundred and fourteen Shares of Ten Pounds each, also bearing a guaranteed Dividend at the Rate of Five Pounds *per Centum per Annum*, and redeemable by the Company at any Time or Times on and after the Twenty-ninth Day of *November* One thousand eight hundred and fifty-six on Payment of a Bonus at the Rate of Ten Pounds for every Hundred Pounds on the Amount redeemed; fourthly, Six thousand ordinary Shares of Twenty-six Pounds Thirteen Shillings and Fourpence each, Fifteen thousand ordinary Shares of Thirteen Pounds Six Shillings and Eightpence each, Twenty thousand five hundred ordinary Shares of Twenty Pounds each, One thousand three hundred and eighty ordinary Shares of Twenty Pounds each, and lastly, Ten thousand five hundred Shares of Ten Pounds each: And whereas the said *Shrewsbury and Chester* Railway Company are authorized to borrow on Mortgage or Bond any Sum not exceeding in the whole Four hundred and seventeen thousand Pounds: May it therefore please Your Majesty that it may be enacted;

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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, in manner following; (that is to say,)

I. That upon and after the First Day of the Calendar Month next after the passing of this Act, the said *Shrewsbury and Birmingham* Railway Company and the said *Shrewsbury and Chester* Railway Company shall (except so far as may be necessary for winding up the Affairs of the said Companies, or for otherwise complying with and carrying into operation the Provisions of this Act,) be dissolved as independent Companies, and shall become merged in and united and amalgamated with and shall form Part of the *Great Western* Railway Company as One Company, subject to the Provisions herein-after contained; and from and after such Union all the Powers conferred by the said recited Acts of Incorporation of the said *Shrewsbury and Birmingham* and *Shrewsbury and Chester* Railway Companies, or by the other Acts comprised in the Schedules A. and B. to this Act annexed or any of them, and all Provisions contained in the said Acts respectively, or in any other Act, with reference to the said Companies respectively as independent Companies, or with reference to the Directors or Shareholders in the said Companies respectively, shall, save as aforesaid, cease to be exercised by or to have reference to the said Two Companies, or to the Directors thereof, or to the Shareholders therein.

Union of
Shrewsbury
and Bir-
mingham
and Shrews-
bury and
Chester
Railway
Companies
with Great
Western
Railway
Company.

II. That, notwithstanding such Dissolution, everything before the passing of this Act done and suffered respectively under the recited Acts relating to the *Shrewsbury and Birmingham* and *Shrewsbury and Chester* Companies respectively shall be as valid as if this Act were not passed; and such Dissolution and this Act respectively shall accordingly be subject and without Prejudice to everything so done and suffered respectively, and to all Rights, Liabilities, Claims, and Demands, both present and future, which, if such Dissolution had not happened, and this Act were not passed, would be incident to or consequent on any and every thing so done and suffered respectively; and with respect to all such Things so done and suffered respectively, and all such Rights, Liabilities, Claims, and Demands, the *Great Western* Railway Company shall to all Intents and Purposes represent the said *Shrewsbury and Birmingham* and *Shrewsbury and Chester* Railway Companies respectively: Provided always, that the Generality of this Enactment shall not be confined or restricted by any Special Provisions in this Act contained.

Present and
future Rights
and Liabili-
ties under
recited Acts
saved.

III. That in the Construction of this Act the Words "the *Birmingham* Company" shall mean "the *Shrewsbury and Birmingham* Railway
[Local.] 42 P

Interpreta-
tion of
Terms.

Railway

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Railway Company," and the Words "the *Chester* Company" shall mean "the *Shrewsbury and Chester* Railway Company;" the Words "the *Birmingham* Railway" shall mean all the Lines of Railway, Stations or Shares of Stations, Lands, Buildings, Quays, Wharfs, and Works, belonging to the *Shrewsbury and Birmingham* Railway Company at or immediately before their Union with the *Great Western* Railway Company; and the Words "the *Chester* Railway" shall mean all the Lines of Railway, Stations, Shares of Stations, Lands, Buildings, Quays, Wharfs, and Works, belonging to the said *Shrewsbury and Chester* Railway Company at or immediately before their Union with the *Great Western* Railway Company; and where in this Act the Word "Shares" occurs the same shall be held to include Stock.

Vesting Birmingham and Chester Railways in the Great Western Railway Company.

IV. That from and after such Union as aforesaid all Lands, Tenements, Real Property, Easements, Rights, Powers, and Privileges whatsoever which at the Period of such Union shall belong to or shall be authorized to be held, exercised, or enjoyed by the said *Birmingham* Company, or by the said *Chester* Company, or to which the said last-mentioned Companies or either of them shall be entitled at or immediately before the Period of such Union, save and except all such Powers and Provisions as by any Act or Acts are directed or provided to cease and be void on the Amalgamation of the said *Birmingham* Company with the *Great Western* Railway Company, shall (subject to all Liabilities and Incumbrances affecting the same) vest in and belong to the said *Great Western* Railway Company, and shall and may be held, used, exercised, and enjoyed by the said last-mentioned Company in as full, ample, and beneficial a Manner as the same could or might before such Union have been held, used, exercised, or enjoyed by the said *Birmingham* and *Chester* Companies, or either of them.

Undertakings united.

V. That the Undertakings belonging to the said *Birmingham* and *Chester* Companies respectively shall, upon such Union as aforesaid, form Part of the Undertaking of the *Great Western* Railway Company, and all Goods, Chattels, Engines, Carriages, Waggon, Trucks, Rails, Machinery, Shares, Mortgages, Bonds, Deeds, Securities, Books, Writings, Maps, Plans, and other Personal Estate and Effects of or to which the said *Birmingham* Company or the said *Chester* Company may be possessed or entitled at Law or in Equity at the Period of such Union, shall be vested in and belong to the said *Great Western* Railway Company; and (subject to the Provisions herein-after contained) all Conveyances, Contracts, Agreements, Mortgages, Bonds, Covenants, Securities, Debts, and Liabilities made, contracted, or entered into before the passing of this Act, to, with, or in favour of, or by or for the said *Birmingham* or the said

Chester

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Chester Company, or any Person or Persons on behalf of either of the said last-mentioned Companies, shall be and remain as good, valid, and effectual, in favour of, against, and with reference to the said *Great Western* Railway Company, and may be proceeded on and enforced in the same Manner to all Intents and Purposes as if the said last-mentioned Company had been a Party to and executed or incurred the same, or had been named or referred to therein, instead of the said *Birmingham* Company or the said *Chester* Company.

VI. That all the Powers and Provisions contained in the said recited Acts of Incorporation of the said *Birmingham* and *Chester* Companies, or in the other Acts comprised in the Schedules A. and B. hereunto annexed, or in any other Act or Acts, and which Powers or Provisions, but for the passing of this Act, might have been exercised by or would have been applicable to the said *Birmingham* Company or the said *Chester* Company, or the Directors of either of the said Companies, (save and except such of the said Provisions as relate to the Constitution of the said Companies respectively or to the Meetings of the said Companies respectively, or the Proceedings at such Meetings, and the Right of voting thereat, or to the Number, Appointment, and Rotation of the Directors of the said Companies respectively, and the Proceedings and Liabilities of such Directors, or to the Appointment of Auditors and to the passing of Accounts and the making of Dividends, and also save and except all such Powers and Provisions as by any Act or Acts are directed or provided to cease and be void on the Amalgamation of the said *Birmingham* Company with the *Great Western* Railway Company,) shall and may, from and after the Dissolution of the said *Birmingham* and *Chester* Companies, and their Union with the *Great Western* Railway Company, be exercised and put in force by or against and shall be applicable to the said *Great Western* Railway Company, and the Directors of the said last-mentioned Company, in like Manner as though the said last-mentioned Company and the Directors thereof had been specifically mentioned or referred to in such Powers and Provisions in lieu of the said *Birmingham* Company, or the said *Chester* Company, or the Directors of either of the said last-mentioned Companies.

VII. That from and after the Dissolution of the said *Birmingham* and *Chester* Companies, and their Union with the said *Great Western* Railway Company, every Agreement, Contract, or Bond before that Period made, executed, or entered into between, by, or on behalf of the said *Birmingham* and *Chester* Companies, or either of them, and any Company or Person, whereby any Matter or Dispute between such last-mentioned Companies, or either of them, and such Person as last aforesaid, shall have been referred or agreed to be referred to

Powers of existing Acts relating to the said Companies may be exercised by Great Western Railway Company.

Arbitrations not to be prejudiced.

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to the Arbitrament or Determination of any Arbitrator, Arbitrators, or Umpire, shall be and remain as good, valid, and effectual, in favour of and against and with reference to the said *Great Western Railway Company*, and may be proceeded on and enforced in favour of and against the said last-mentioned Company, in the same Manner to all Intents and Purposes as if the Matter in dispute thereby referred was Matter in dispute between the said *Great Western Railway Company* and such Company or Person as last aforesaid, and as if the said *Great Western Railway Company* had been named or referred to therein, and had been Party to and executed or entered into the same, instead of the Company by or on whose Behalf the same was made, executed, or entered into as aforesaid, and every Award which after such Union as aforesaid shall be made under or by virtue of any such Agreement, Contract, or Bond, shall be made in favour of or against the said *Great Western Railway Company*, and shall be as binding and effectual to all Intents and Purposes, and may be proceeded upon and enforced in favour of or against any Company or Person with whom the Matter shall be in dispute, in the same Manner in all respects as it would or might have been with reference to the Company by or with whom such Agreement, Contract, or Bond may have been entered into in case this Act had not been passed.

Contracts for
Land to be
completed.

VIII. That in all Cases in which, prior to the Union of the said *Birmingham Company* and the said *Chester Company* with the said *Great Western Railway Company*, either of the said Companies shall, under the Powers or Provisions of their respective Acts of Incorporation, or of any of the Acts comprised in the Schedules A. and B. hereunto annexed, or of any Act or Acts to be obtained in the present Session of Parliament, have entered into any Contract for the Purchase of or shall have taken or used any Land which at the Period of such Union shall not have been effectually conveyed to such Company, or the Purchase Money in respect of which shall not have been duly paid by such Company, then and in any such Case such Contract shall be completed, and such Land shall be conveyed to the said *Great Western Railway Company* or as such Company shall direct, and such Purchase Money shall be paid and applied pursuant to the Act or Acts under which such Contract shall have been made or such Land shall have been taken or used; and all the Clauses, Provisions, Powers, and Authorities contained in such Act or Acts in relation to the Completion of such Contract, and the Purchase and Conveyance of such Land, and the Payment and Application of the Purchase Money in respect thereof, shall be construed and taken as if the said *Great Western Railway Company* were named in such Act or Acts and Contract respectively, instead of the Company which shall have entered into such Contract, or taken or used such Land.

IX. That

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IX. That such Works (if any) as the said *Birmingham* and *Chester* Companies, or either of them, may, at the Date of their Union or Amalgamation with the *Great Western* Railway Company as aforesaid, be authorized to execute or complete, may be executed or completed, as the Case may be, by the said *Great Western* Railway Company; and the said last-mentioned Company shall in any such Case have and be entitled to all such Powers for executing and completing such Works as the Company who but for the passing of this Act would have been authorized to execute and complete the same would have had or been entitled to under the said Acts, or any of them, if this Act had not been passed; and all the Clauses, Provisions, Powers, and Authorities contained in the Act or Acts authorizing the Execution or Completion of such Works for purchasing and taking Land, and in relation thereto, and to the Conveyance of such Land and the Payment and Application of the Purchase Money thereof, shall be construed and taken as if the said *Great Western* Railway Company were named in such Act or Acts instead of the Company thereby authorized.

Works being executed under Acts of dissolved Companies to be completed.

X. That in all Cases in which any Sum of Money shall, at or before the Union of the said Three Companies, have been paid by the said *Birmingham* Company, or the said *Chester* Company, into the Bank of *England*, or to any Trustee or Trustees, on account of the Purchase of any Land or any Interest therein, or for any Compensation or Satisfaction, or on any other Account, such Sum, or the Stocks, Funds, or Securities in or upon which the same has been or shall be invested, and the Interest, Dividends, and annual Produce thereof, shall be applied and disposed of pursuant to the Act or Acts under which the same has been or shall be so paid into the Bank of *England*, or to such Trustee or Trustees as aforesaid; and all the Clauses, Provisions, Powers, and Authorities contained in such Act or Acts in relation to such Monies, Stocks, Funds, and Securities, and the Dividends and annual Produce thereof, shall be construed and taken as if the said *Great Western* Railway Company were named therein, instead of the Company to which such Act or Acts relate.

Moneys belonging to incapacitated Parties to be applied according to Provisions of Acts under which Purchases were made.

XI. That no Action, Suit, Prosecution, or other Proceeding whatsoever commenced or carried on either by or against the said *Birmingham* Company, or the said *Chester* Company, previously to their Union with the said *Great Western* Railway Company, shall abate or be discontinued or prejudicially affected by this Act, but the same shall continue and take effect, both in favour of and against the said *Great Western* Railway Company, in the same Manner in all respects as the same would have continued and taken effect in relation to the said *Birmingham* Company, or the said *Chester* Company, if this Act

Actions, &c. not to abate.

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had not been passed; and all Penalties incurred by reason of any Offences against the Provisions of the Acts or any of them comprised in the Schedules A. and B. hereunto annexed previously to such Union as aforesaid, shall and may be sued for, and all Offences which may have been committed before the said last-mentioned Union against the Provisions of the said last-mentioned Acts, or any of them, may be prosecuted, in such or the like Manner, to all Intents and Purposes, as the same might have been sued for and prosecuted respectively if this Act had not been passed, the said *Great Western Railway Company* being, in reference to the Matters aforesaid, in all respects substituted in the Place of the said *Birmingham* and *Chester* Companies respectively.

Capital.

XII. That the Shares, whether ordinary Shares or Preference or fixed Shares, of and in the said *Birmingham* and *Chester* Companies respectively shall, from and after the Union of the said last-mentioned Companies with the said *Great Western Railway Company*, be united with and form Part of the general Capital of the said *Great Western Railway Company*; and all Persons who at or immediately before such Union shall be possessed of or entitled to any Ordinary Shares or Preference or fixed Shares in the said *Birmingham* Company, or in the said *Chester* Company, shall, from and after such Union, be entitled, subject to the Provisions herein-after contained, to an equal Number and Amount of Shares in the *Great Western Railway Company*; such new Shares, in the Case of the said Preference or fixed Shares, ranking in the same Order of Priority, and bearing the same Rate of Preference or fixed Interest or Dividend, as the Shares belonging to them, or to which they may be respectively entitled in the said *Birmingham* Company or in the said *Chester* Company, would have entitled them to receive out of the Revenues of either of those Companies if this Act had not been passed.

Interpretation as to Shares.

XIII. That from and after the Union of the said Three Companies all Preference or fixed Shares in the *Birmingham* Company shall be called "*Birmingham Preference Shares*," and all Ordinary Shares of the said *Birmingham* Company which, under the Provisions of this Act will be entitled to Dividend in preference and priority to the Ordinary *Great Western Railway* Shares, shall be called "*Birmingham Guaranteed Shares*," and all Preference or fixed Shares in the said *Chester* Company shall be called "*Chester Preference Shares*;" and all Ordinary Shares of the last-mentioned Company which will be entitled to Dividend as last aforesaid shall be called "*Chester Guaranteed Shares*."

Rights of Shareholders.

XIV. That all Persons and Corporations who shall be or become possessed of *Birmingham Guaranteed Shares* or *Chester Guaranteed Shares*,

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Shares, or of any optional Shares herein-after mentioned, shall have and be entitled to the same Rights of voting and other Rights in respect of every One hundred Pounds of Capital represented thereby as they would have had or been entitled to if such Shares had been originally One hundred Pound Shares in the said *Great Western* Railway Company, and as such subject to the Provisions relating to Shares which are contained in the Act of Incorporation of the said last-mentioned Company.

XV. That from and after the Union of the said Companies the said *Great Western* Railway Company shall cause the Names and Addresses of the Holders for the Time being of the Shares theretofore forming Part of the Capital of the said *Birmingham* and *Chester* Companies respectively, and of the Amount of Capital in the united Company represented by the Shares held by each of such Shareholders respectively, as well as the Description of Shares held by each such Shareholder, to be entered in Register Books of Shareholders of the united Company. Register.

XVI. That if the said Three Companies shall become united by virtue of this Act in the Year One thousand eight hundred and fifty-four the Dividends or Interest accruing due, or which shall have accrued due, on the said *Birmingham* Preference Shares and on the said *Chester* Preference Shares respectively, as from the First Day of *January* One thousand eight hundred and fifty-four, shall be paid out of the aggregate Revenues of the said *Great Western* Railway Company, the said *Birmingham* Company, and the said *Chester* Company, accruing subsequently to that Date and prior to the Union or Amalgamation of the said Three Companies, and after such Union or Amalgamation shall be paid in each Half Year *pari passu* out of the Revenues of the united Company, and in preference and priority to the Payment of any Dividend upon or in respect of the Ordinary Shares of the Company, but subject nevertheless to the Terms and Conditions in all other respects upon which such Preference Shares respectively shall have been originally created, and without Prejudice to the Rights of the Holders of any Preference or fixed Shares in the *Great Western* Railway Company created before the passing of this Act, to the Payment of Dividend out of the Revenues arising on the *Great Western* Railway. As to Preference Shares of the Birmingham and Chester Companies.

XVII. That the Holders for the Time being of the said *Birmingham* and *Chester* Guaranteed Shares respectively shall be entitled to receive and shall be paid, out of the Revenues of the *Great Western* Railway Company applicable to the Payment of Dividend on the Ordinary Shares of the said Company, in each Half Year, and before any Dividend shall be paid to or amongst the Holders of any Ordinary Shares. As to Dividend on such Shares.

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Shares in the said Company, a Dividend after the Rate of Three Pounds Ten Shillings *per Centum per Annum* in respect of the Capital of the united Company represented by the said Shares so held by them respectively, and such last-mentioned Dividend shall, subject to the Condition in this Act contained with respect to the Interim Traffic of the said Two Lines, be held to have accrued due on the said Shares as from the First Day of *January* One thousand eight hundred and fifty-four, and shall be paid as from that Date out of the aggregate Revenues of the said Three Companies until the Union or Amalgamation of the said Companies, and thereafter out of the Revenues of the united Company.

As to Shares
of Profits
payable in
respect of
Birmingham
Ordinary
Shares.

XVIII. That if the Revenue accruing to the united Company in any Year after the First of *January* One thousand eight hundred and fifty-four in respect of the Use of the *Birmingham* Railway or any Part thereof shall be more than sufficient, after deducting therefrom all Charges and Expenses properly chargeable against Revenue, to pay and satisfy the fixed Dividends or Interest payable in such Year upon or in respect of the said *Birmingham* Preference Shares, and a Dividend after the Rate of Three and a Half *per Centum per Annum* on all the Ordinary Share Capital of the said *Birmingham* Company existing at the Time of the passing of this Act, and the Interest or other annual Payments to be defined as herein-after provided, which shall be payable in such Year in respect of all Mortgages or other Liabilities charged upon or affecting such Revenue, the Profit or net Surplus of such Revenue which shall remain applicable to the Purposes of Dividend in such Year after deducting such Charges and Expenses, and such Dividends, Interest, and other annual Payments as aforesaid, shall be divided and appropriated amongst the Holders for the Time being of the said *Birmingham* Guaranteed Shares and the Holders for the Time being of the *Great Western* Railway Ordinary Shares in the following Proportions; that is to say, to the Holders for the Time being of *Birmingham* Guaranteed Shares shall be paid such Proportions of One Moiety of the said Surplus as the Capital represented by such Shares shall bear to the total Ordinary Share Capital of the *Birmingham* Company existing at the Time of the passing of this Act, and the whole of the Remainder of the said Surplus shall (subject to the Provisions herein-before contained) be appropriated to and amongst the Holders for the Time being of *Great Western* Railway Ordinary Shares.

As to Share
of Profit
payable in
respect of
Chester
Ordinary
Shares.

XIX. That in like Manner, if the Revenue accruing to the united Company in any Year after the First of *January* One thousand eight hundred and fifty-four in respect of the Use of the *Chester* Railway, or any Part thereof, shall be more than sufficient, after deducting therefrom

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therefrom all Charges and Expenses properly chargeable against Revenue, to pay and satisfy the fixed Dividends or Interest payable in such Year upon or in respect of the said *Chester* Preference Shares, and a Dividend after the Rate of Three and a Half *per Centum per Annum* on all the Ordinary Share Capital of the *Chester* Company existing at the Time of the passing of this Act, and the Interest or other annual Payments to be defined as herein-after provided, which shall be payable in such Year in respect of all Mortgages or other Liabilities charged upon or affecting such Revenue, the Profit or net Surplus of such Revenue which shall remain applicable to the Purposes of Dividend in such Year, after deducting such Charges and Expenses, and such Dividends, Interest, and other annual Payments as aforesaid, shall be divided and appropriated amongst the Holders for the Time being of the said *Chester* Guaranteed Shares and the Holders for the Time being of *Great Western* Railway Ordinary Shares, in the following Proportions, that is to say, to the Holders for the Time being of *Chester* Guaranteed Shares shall be paid such Proportion of One Moiety of the said Surplus as the Capital of the Company represented by such Shares shall bear to the total ordinary Share Capital of the *Chester* Company existing at the Time of the passing of this Act, and the whole of the Remainder of the said Surplus shall (subject to the Provisions herein-before contained) be appropriated to and amongst the Holders for the Time being of *Great Western* Railway Ordinary Shares.

XX. That for the Purpose of determining whether any and what Profits have been earned in any Year by the united Company upon or in respect of the Use of the said *Birmingham* Railway or of the said *Chester* Railway, and which would be divisible according to the Provisions herein-before contained, the annual fixed Payments or Liabilities, including Preference Dividends, which at or immediately before the passing of this Act formed a Charge upon the Revenues of the said *Birmingham* Company, and a Sum equal to Three and a Half *per Centum per Annum* upon the Amount of the Ordinary Share Capital of the said *Birmingham* Company as existing at or immediately before the passing of this Act, shall be deemed to be a permanent Charge upon the Revenue which after the passing of this Act may accrue to the *Great Western* Railway Company in respect of the Use of the said *Birmingham* Railway; and in like Manner the annual fixed Payments or Liabilities, including Preference Dividends, which at or immediately before the passing of this Act formed a Charge upon the Revenues of the said *Chester* Company, and a Sum equal to Three and a Half *per Centum per Annum* upon the Amount of the Ordinary Share Capital of the *Chester* Company as existing at or immediately before the passing of this Act, shall be deemed to be a permanent Charge upon the Revenues which after the passing

How Share
of Profit to
be ascer-
tained.

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of this Act may accrue to the *Great Western Railway Company* in respect of the Use of the said *Chester Railway*: Provided always, that any Reduction in the Rate of Interest at which any Mortgages of the *Birmingham Company* and the *Chester Company* respectively may be renewed upon the sole Security of the Revenues of such Companies respectively shall be from Time to Time deducted from the Amount of such annual fixed Payments or Liabilities; and all Payments made by the *Great Western Railway Company* in enlarging or improving the said *Birmingham Railway* or the said *Chester Railway* shall be deemed to be a further Charge on the Railway in respect of which the same are made, and the Interest or Dividends accruing in each Year in respect of the Monies so applied shall be charged against the Revenues for such Year arising on such last-mentioned Railway; and the Auditors for the Time being who may be appointed to audit the Accounts of the *Great Western Railway Company* shall, subject to the Provision for Arbitration herein-after contained, define and determine in each Year what Proportion of the net Revenue of the said united Company applicable to the Purposes of Dividend in such Year amongst the Holders of any Ordinary Shares of the said Company has been earned out of or in respect of the Use of the said *Birmingham Railway*, and what Proportion of such net Revenue has been earned out of or in respect of the Use of the said *Chester Railway*.

Separate
Accounts to
be kept of
Receipts and
Expenses in
respect of
the Birmingham
and
Chester
Railways.

XXI. That in order to enable the said Auditors to ascertain and determine the Amount of Revenue earned in each Year upon or in respect of the Use of the said *Birmingham Railway* and of the said *Chester Railway* respectively, and the Sum, if any, applicable out of such Revenue to the Payment of surplus Dividend, separate Accounts shall be kept by the *Great Western Railway Company* of the gross Receipts accruing to the Company in each Year in respect of Traffic passing upon or using the said Railways respectively, and of all Charges affecting such Traffic, or incurred by the Company in the Conduct thereof, or in the Maintenance and Use of the said Railways respectively; and the said Auditors shall examine and verify the said Accounts in each Year, and shall also ascertain and determine what Proportion of the general Charge of Management of the Company ought in each such Year to be charged against the Revenues arising on the said *Birmingham* and *Chester Railways* respectively: Provided always, that in estimating the Revenues arising as aforesaid upon or in respect of the Use of the said Two last-mentioned Railways, the Fares, Rates, and Charges which may be charged by the *Great Western Railway Company* for the Time being in respect of all Traffic passing partly on either of the said Railways, and partly on any other Line of Railway belonging to the *Great Western Railway Company*, shall, subject to a reasonable Deduction in respect of terminal

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terminal Charges, be rateably apportioned according to the Number of Miles which such Traffic shall have passed upon such Railways respectively.

XXII. That all Liabilities and preferential Charges affecting the Revenues of the said *Birmingham* and *Chester* Companies respectively, and which existed prior to the Twenty-eighth Day of *September* One thousand eight hundred and fifty-three, or which may have been incurred in the Conduct of the ordinary Business of the Company, or created with the Consent of the *Great Western* Railway Company subsequently to the said last-mentioned Date, shall be deemed to be a Charge on the aggregate Revenues of the said *Great Western* Railway Company, the said *Birmingham* Company, and the said *Chester* Company, as from the First Day of *January* One thousand eight hundred and fifty-four until the Union of the said Companies, and shall be paid out of the said Revenues accordingly, and after such Union the same shall be a Charge upon the Revenues of the united Company: Provided always, that no such Liability as aforesaid which shall have been created subsequently to the said Twenty-eighth Day of *September* One thousand eight hundred and fifty-three by the said *Birmingham* Company or the said *Chester* Company shall be held to affect other than the Revenues arising out of the Undertaking belonging to the Company creating the same, unless the Contract or Agreement whereby such Liability was created shall have been consented to in Writing by the *Great Western* Railway Company; and any such Liability created without such Consent as aforesaid, and not necessary for the Conduct of the ordinary Business of the Company, shall be a Charge on the Dividend after the Rate of Three and a Half *per Centum per Annum* herein-before secured in respect of the Ordinary Shares of the Company by whom such Liability may have been created or incurred.

As to Liabilities of the Birmingham and Chester Companies.

XXIII. And whereas the Dividends received from the *London and North-western* Railway Company in respect of the *London and North-western* Railway Guaranteed Stock, to the Amount of Twenty-one thousand one hundred and sixty Pounds, have been applied from Time to Time towards the Payment of the Eight *per Centum* Preference Dividends payable in respect of the Preference Shares of the said *Birmingham* Company: Be it enacted, That the Amount of the Dividends received by the *Birmingham* Company in respect of the said *London and North-western* Guaranteed Stock, and applied towards Payment of the said Preference Dividend as aforesaid, shall be considered and dealt with as One of the Liabilities of the *Birmingham* Company, and shall be paid out of the Assets of the said Company in like Manner as the other Debts and Liabilities of the said Company: Provided always, that any Assets accruing

Provisions for securing Arrears of Dividend

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accruing due to the *Birmingham* Company prior to the First Day of *January* One thousand eight hundred and fifty-four, and received after the Date of the Amalgamation hereby authorized, shall be applicable *pro tanto* to the Reimbursement of the said Dividends, and any Interest which may from Time to Time accrue due upon or in respect of the said Sum of Twenty-one thousand one hundred and sixty Pounds, or so much thereof as may be so paid as aforesaid, shall from Time to Time be a Charge upon the Surplus Profits beyond Three and a Half *per Centum* which may from Time to Time be payable in respect of the *Birmingham* Guaranteed Shares, and all Interest which may at any Time become or have become payable in respect of the said Sum of Twenty-one thousand one hundred and sixty Pounds, or any Part thereof, shall be paid before any Surplus Profits shall be paid to the Holders of *Birmingham* Guaranteed Shares.

Option reserved to the Holders of Ordinary Shares in the *Birmingham* and *Chester* Companies.

XXIV. That if any Holder of Ordinary Shares existing at the Time of the passing of this Act in the said *Birmingham* Company or in the said *Chester* Company shall within One Month after the passing of this Act signify by Notice in Writing under his Hand, directed to the Secretary for the Time being of the *Great Western* Railway Company, his Desire, in lieu of accepting the Dividend and Share of Profit herein-before secured or intended to be secured in respect of such Shares, to exchange the same for Shares of the *Great Western* Railway Company entitled to the Privileges next herein-after specified, such Holder of Ordinary Shares shall be respectively entitled to receive in lieu thereof an equal Number and Amount of Shares of the *Great Western* Railway Company, to be called *Birmingham* Optional Shares or *Chester* Optional Shares, as the Case may be.

As to Dividends on Optional Shares.

XXV. That the Holders for the Time being of the said Optional Shares shall be entitled to receive and shall be paid in respect thereof, out of the Revenues of the said Three Companies or of the united Company, in each Half Year during the first Two Years dating from the First Day of *January* One thousand eight hundred and fifty-four, a Dividend after a Rate *per Centum per Annum* equal to Three Fourths of the Rate *per Centum per Annum* paid as Dividend in each such Half Year upon or in respect of the Ordinary Shares for the Time being of the *Great Western* Railway Company; and in each Half Year during the Two Years dated from the First Day of *January* which will be in the Year One thousand eight hundred and fifty-six, a Dividend after a Rate *per Centum per Annum* equal to Four Fifths of the Rate *per Centum per Annum* paid as Dividend in each Half Year in respect of the said last-mentioned Ordinary Shares; and from and after the First Day
of

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of *January* One thousand eight hundred and fifty-eight, the Holders for the Time being of the said optional Shares shall be entitled to receive and shall be paid in respect thereof, in each Half Year, a Dividend after a Rate *per Centum per Annum* equal to Nine Tenth Parts of the Rate *per Centum per Annum* paid in each such Half Year as Dividend in respect of the then existing *Great Western Railway Ordinary Shares*.

XXVI. Provided always, That if the net Revenues accruing to the *Great Western Railway Company* in any One Year upon or in respect of the Use of the Railway which before the passing of this Act belonged to the Company whose Ordinary Shares shall have been so exchanged for *Great Western Optional Shares* as aforesaid, shall amount to a Sum which, in the Judgment of Arbitrators to be appointed as herein-after provided, would be sufficient, after the Payment of all preferential and fixed or other Charges or Liabilities affecting the said Revenues, to pay a Dividend after the Rate of Four *per Centum per Annum* on the Ordinary Share Capital of such Company existing at the Time of the passing of this Act, the said Optional Shares shall after such Period rank *pari passu* with and thenceforth be converted into *Great Western Railway Ordinary Shares* of equal Amount.

Optional Shares may be converted into Ordinary Shares.

XXVII. That in order to determine the Period at which the said Optional Shares shall be so entitled as aforesaid to rank *pari passu* with the *Great Western Railway Ordinary Shares*, the *Great Western Railway Company* shall within Three Months after the passing of this Act convene a Meeting, by Advertisement published in some *London Newspaper*, of the Holders of Optional Shares which shall have been taken in exchange for Ordinary Shares of the said *Birmingham Company*, and at such Meeting an Arbitrator shall be appointed by and on behalf of the Holders of the said Optional Shares, and within the same Period an Arbitrator shall be appointed by the *Great Western Railway Company*, and it shall be referred to the said Two Arbitrators, or to an Umpire to be appointed by them before they proceed on their Reference, to ascertain and determine what annual gross Revenue would in their Judgment have been sufficient to allow of a Dividend after the Rate of Four *per Centum per Annum* being paid upon the Ordinary Shares in the *Birmingham Company* if the said Company had not become united with the *Great Western Railway Company*, after deducting from such gross Revenue all fixed annual Charges and Liabilities affecting the same, and all Charges and Expenses which would have been necessarily incurred in the Maintenance of the said Railway, and in the Production of such gross Revenue, and in the general Management of the Affairs of the Company; and the Award of the said Arbitrators

Arbitration as to Sufficiency of Revenue to pay Four per Cent. Dividends on Optional Shares taken by Birmingham Shareholders.

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or of their Umpire shall be final as to the Matter referred to them; and whenever such gross Revenue as shall be sufficient for the Purpose aforesaid, according to the Award of the said Arbitrators or their Umpire, shall in any One Year after the passing of this Act be certified by the Auditors of the Company to have been received by the said *Great Western* Railway Company in respect of the Use of the said *Birmingham* Railway, the said *Great Western* Railway Optional Shares which may have been taken in exchange for Ordinary Shares of the *Birmingham* Company shall from thenceforth rank *pari passu* with the *Great Western* Railway Ordinary Shares of equal Amount, and shall be entitled to all the Privileges attaching thereto.

Arbitration
as to Suffi-
ciency of
Revenue to
pay Four per
Cent. on
Chester
Ordinary
Shares.

XXVIII. That in like Manner the said *Great Western* Railway Company shall, within Three Months after the passing of this Act, convene a Meeting, by Advertisement published in some *London* Newspaper, of the Holders of Optional Shares which shall have been taken in exchange for Ordinary Shares of the *Chester* Company; and at such Meeting an Arbitrator shall be appointed by and on behalf of the said Holders of the said Optional Shares, and within the same Period an Arbitrator shall be appointed by the *Great Western* Railway Company, and it shall be referred to the said Two Arbitrators, or to an Umpire to be appointed by them before they proceed on their Reference, to ascertain and determine what annual gross Revenue would, in their Judgment, have been sufficient to allow of a Dividend after the Rate of Four *per Centum per Annum* being paid upon the Ordinary Shares in the *Chester* Company if the said Company had not become united with the *Great Western* Railway Company, after deducting from such gross Revenue all fixed annual Charges and Liabilities affecting the same, and all Charges and Expenses which would have been necessarily incurred in the Maintenance of the Railway, and in the Production of such gross Revenue, and in the general Management of the Affairs of the Company; and the Award of the said Arbitrators or of their Umpire shall be final as to the Matter referred to them; and whenever such gross Revenue as shall be sufficient for the Purpose aforesaid, according to the Award of the said Arbitrators or their Umpire, shall in any One Year after the passing of this Act be certified by the Auditors of the Company to have been received by the said *Great Western* Company in respect of the Use of the said *Chester* Railway, the said *Great Western* Railway Optional Shares which may have been taken in exchange for Ordinary Shares of the *Chester* Company shall from thenceforth rank *pari passu* with the *Great Western* Railway Ordinary Shares of equal Amount, and shall be entitled to all the Privileges attaching thereto.

How Suffi-
ciency of
Revenue to

XXIX. That Five Holders of Optional Shares taken in exchange for Ordinary Shares of the said *Birmingham* Company or of the said *Chester*

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Chester Company shall be sufficient to form a Meeting of the Holders of such Shares respectively for the Purpose of appointing an Arbitrator as aforesaid; but if a Quorum of Shareholders shall not attend within One Hour of the Time appointed for holding the Meeting of such Shareholders, the same shall be dissolved, and the Optional Shares belonging to the Shareholders who have failed to form such Meeting shall be entitled to rank *pari passu* with *Great Western* Railway Ordinary Shares from the Time when the Auditors of the Company shall certify that they are entitled so to do by reason that the net Profits accruing to the Company in respect of the Use of the said *Birmingham* Railway, or of the said *Chester* Railway, as the Case may be, have amounted in any One Year to a Sum sufficient to pay a Dividend after the Rate of Four Pounds *per Centum per Annum* upon all the Shares which before the passing of this Act formed the Ordinary Share Capital of the *Birmingham* Company, or of the *Chester* Company, as the Case may be.

be determined if no Meeting convened.

XXX. That if any Holder of Ordinary Shares of the *Birmingham* Company of the nominal Value of One hundred Pounds or upwards shall be willing to exchange such Shares for Ordinary Shares of the *Great Western* Railway Company, and shall notify or shall have notified such his Desire in Writing to the *Great Western* Railway Company at or before the Meeting at which this Act may be or may have been, in pursuance of the Standing Orders of the House of Lords, submitted to the Approval of a General Meeting of the Shareholders of the said *Birmingham* Company, such Holder shall be entitled to demand and shall receive after the passing of this Act Eighty-five Pounds of Ordinary Stock of the said *Great Western* Railway Company in exchange for every One hundred Pounds Ordinary Share of the said *Birmingham* Company, or for any Number of Ordinary Shares of the last-mentioned Company representing One hundred Pounds of the Capital of the said Company.

Further Option to Holders of Ordinary Shares in the Birmingham Company.

XXXI. That in like Manner if any Holder of Ordinary Shares of the *Chester* Company representing One hundred Pounds or upwards of the Capital Stock of that Company shall be willing to exchange such Shares for Ordinary Shares or Stock of the *Great Western* Railway Company, and shall notify or shall have notified such his Desire to the *Great Western* Railway Company in Writing at or before the Meeting at which this Act shall be or shall have been submitted to the Approval of the Shareholders in the said *Chester* Company in pursuance of the Standing Orders of the House of Lords, such Holder shall after the passing of this Act be entitled to demand and shall receive Ninety Pounds of Ordinary *Great Western* Railway Stock in exchange for every One hundred Pounds of the Ordinary Share Capital of the *Chester* Company represented

Further Option to Holders of Ordinary Shares in the Chester Railway Company.

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represented by the Shares which such Holder may so desire to exchange as aforesaid.

Share-
holders
becoming
Share-
holders of
Great West-
ern Railway
Ordinary
Stock to be
registered
as such.

XXXII. That every Holder of Ordinary Shares of the *Birmingham* Company, or of the said *Chester* Company, who shall notify his Desire to accept of Ordinary Stock of the *Great Western* Railway Company in exchange for the same, according to the Provisions herein-before contained, shall, as soon as may be after the passing of this Act, be registered in the Books of the Company as a Holder of Ordinary *Great Western* Railway Stock of the Amount herein-before required to be given in exchange for such Ordinary Shares of the said *Birmingham* Company, or of the said *Chester* Company, as the Case may be, and shall, after the passing of this Act, be entitled to the Payment of Dividends thereon as from the First Day of *January* One thousand eight hundred and fifty-four, after the same Rate *per Centum per Annum* as the Dividends paid subsequently to that Date amongst the Holders of Ordinary Shares of the *Great Western* Railway Company.

Power for
Company by
Agreement
to convert
Ordinary and
Optional
Shares.

XXXIII. That it shall be lawful for the *Great Western* Railway Company, by Agreement with the Holders of any of the said *Birmingham* Guaranteed Shares or Optional Shares, or of any of the said *Chester* Guaranteed Shares or Optional Shares, to convert the same into ordinary or other Shares or Stock of the said *Great Western* Railway Company, at such Rate of Exchange, and upon such Conditions, as may be signified in Writing under the Seal of the Company, and under the Hands of the Shareholders entering into such Agreement; and it shall be lawful also for the *Great Western* Railway Company to purchase any of the said *Birmingham* Guaranteed or Optional Shares, or *Chester* Guaranteed or Optional Shares, and to raise Money for the Purpose by the Creation of Shares not exceeding the same Amount of Capital in the *Great Western* Company.

Power to
make Calls.

XXXIV. That if at the Union of the said *Birmingham* and *Chester* Companies with the said *Great Western* Railway Company, any of the Shares in the said *Birmingham* Company or in the said *Chester* Company shall not have been called or paid up in full, it shall be lawful for the said *Great Western* Railway Company to call up the Amounts remaining unpaid on such Shares, and to enforce Payment of the Sums so called up, and Interest thereon, as well as the Sums (if any) which may be due in respect of any Calls therefore made upon such Shares, and Interest thereon, by all such Ways and Means as the *Birmingham* Company or the said *Chester* Company might have enforced the same if this Act had not been passed, or to forfeit and reissue such Shares in like Manner as the same might have been forfeited or reissued by either of the said last-mentioned Companies.

XXXV. That

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XXXV. That all Persons in whom any of the Shares of the said *Birmingham* Company or of the said *Chester* Company shall be vested immediately before the Union of the said Companies with the said *Great Western* Railway Company, and who shall become possessed of Shares in the *Great Western* Railway in lieu thereof under the Provisions of this Act, shall stand and be possessed of such Shares upon the same Trusts, and for the same Purposes, and under and subject to the same Liens, Charges, and Conditions, as the Shares theretofore held by them respectively in the said *Birmingham* or the said *Chester* Railway, as the Case may be, and in lieu whereof they shall have become possessed of such Shares in the *Great Western* Railway as aforesaid, were immediately before the Date last aforesaid held upon, or subject or liable to.

Shares to remain subject to same Trusts.

XXXVI. That as regards that Part of the Capital of the *Birmingham* Company which, at the Time of the passing of this Act, shall consist of Shares held in the Undertaking of the *Birmingham, Wolverhampton, and Stour Valley* Railway Company, and which, in the Act of the 15 and 16 Vict. Cap. 165. is designated *London and North-western* Railway Guaranteed Stock, the same shall be registered as Stock to be called *Stour Valley* Railway Guaranteed Stock, and shall belong to such of the Holders of *London and North-western* Railway Guaranteed Stock in the *Birmingham* Company as before the passing of this Act were entitled to participate in the Revenues arising in respect of such Capital, and to their Representatives respectively, and the said Persons shall be entitled only to such Dividends or Interest as would have been payable in respect of the same, and to such other Rights and Privileges as would have been conferred by the Shares so held by them respectively if this Act had not been passed.

Stour Valley Railway Guaranteed Shares.

XXXVII. That after the Union of the said *Birmingham* and *Chester* Companies with the said *Great Western* Railway Company, it shall be lawful for the united Company to borrow on Mortgage or Bond all such Sums as either of the said Three Companies were at the Date of such union authorized to borrow, and to grant in respect of the Sums which may be so borrowed the same Securities as might have been granted by either of the said Companies, or, if they think fit, the Security of the whole Undertaking of the united Company; and it shall also be lawful for the said united Company from Time to Time to renew any such Mortgages or Bonds, or any Mortgages or Bonds theretofore granted by either of the said Companies, in like Manner as the same might have been renewed by either of the said Companies if this Act had not been passed.

Mortgages.

XXXVIII. That nothing in this Act contained, nor the Union or Amalgamation of the said Companies or of their respective Undertakings,

Preserving Rights of Mortgagees.

[Local.]

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ings,

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ings, shall be held to prejudice, qualify, or affect any Mortgage or other Security of any Nature or Kind soever granted before the Period of such Union or Amalgamation by either of the said Companies upon or in respect of any or either of the Undertakings belonging to them respectively; but the Holders for the Time being of all such Securities shall have and be entitled to all such and the same Rights in respect thereof, and upon, over, and in respect of the same Railways and Works, and the Revenues arising thereon, as they would have had if such Union or Amalgamation had not taken place; and the Holders of such Mortgages, Bonds, and other Securities as aforesaid shall have the same Rights of Inspection of the Accounts of the united Company as they would have had in respect of the Accounts of either of the said Companies in which they may be respectively interested, if no such Union or Amalgamation had taken place.

Conversion
of Mortgage
or Bond Debt
into Stock
or Perpetual
Annuities.

XXXIX. That it shall be lawful for the Company from Time to Time, with the Consent of Three Fifths of the Votes of the Shareholders present in Person or by Proxy at any General Meeting of the Company convened with due Notice of that Object, to resolve that any Portion of the borrowed Capital of the Company or any Debenture or other Security for which, or for the Interest whereof, the Company are lawfully liable, then subsisting on the Security of outstanding Mortgages or Bonds, not exceeding an Amount to be defined in and by such Resolution, may be converted either into Mortgage Stock of the Company of like Amount with a fixed and perpetual irredeemable yearly Dividend or Interest attached, at any Rate not exceeding Four Pounds Ten Shillings *per Centum per Annum*, or into Mortgage irredeemable Annuities at a Rate not exceeding Four Pounds Ten Shillings *per Centum per Annum*; such Conversion to take place either by Agreement with the Holders of such Mortgages or Bonds respectively before the same respectively became due, or by paying off the same respectively when due, and creating and issuing such Stock or Annuities as aforesaid instead of reborrowing the Sums so paid off; and it shall thereupon be lawful for the Directors of the Company to carry into effect such Resolution or Resolutions by the Creation and Issue either of so much Stock having such fixed Rate of Interest or Dividend as aforesaid, or of such Annuities as aforesaid, as may from Time to Time be necessary for such Purpose, or partly by each of such Means.

Mortgage
Stock to
have Priority
over Shares.

XL. That the Stock or Annuities so respectively created and issued shall, according to the Resolution creating the same, be charged either upon the whole Undertaking of the Company, or (if the same be created in lieu of Debentures or other Securities charged upon the *Birmingham* Railway) then upon the said *Birmingham* Railway and the Tolls arising thereon, or (if the same shall be created

in

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in lieu of Debentures or other Securities charged upon the said *Chester* Railway) then upon the said *Chester* Railway and the Tolls arising thereon, and the Interest or Dividends of the said Stock, and the Amount of the said Annuities and all Arrears thereof respectively, shall respectively for ever have Priority of Payment over all other Dividends on any other Stock or Shares of the Company whatever; and the Stock and Annuities respectively when so created and issued shall be termed respectively either *Great Western* Mortgage Stock or *Great Western* Mortgage Annuities, or *Birmingham* Mortgage Stock or Mortgage Annuities, or *Chester* Mortgage Stock or Mortgage Annuities (as the Case may be): Provided that nothing herein contained shall in anywise prejudice or affect the Rights of the Holders of then existing Mortgages or Bonds of the Company, or any Mortgages or other Securities which at the Time of the Creation of any such Mortgage Stock or Annuities shall be charged upon the said *Birmingham* or *Chester* Railways: Provided also, that, after the Conversion of any such Mortgages or Bonds into Stock or Annuities it shall not be lawful for the Company again to borrow the Sum so converted, or to issue Mortgages or Bonds or any other Securities in respect thereof, but the Powers of borrowing by the Company shall, to the Extent of the Sums so from Time to Time converted into Stock or Annuities, be extinguished.

XLI. That the Forty-first, Forty-second, Forty-third, Forty-fourth, and Forty-fifth Sections of the "*Great Western* Railway Branches Act, 1853," relating to the Mortgage Stock and Annuities by that Act authorized to be created, shall be incorporated with this Act, and shall be applicable to the Mortgage Stock and Annuities by this Act authorized to be created.

Sections 41. 42. 43. 44. and 45. of *Great Western* Railway Branches Act, 1853, incorporated.

XLII. That the Number of the Directors of the united Company shall be Eighteen, and the First Board of Directors of the said Company shall consist of Twelve Members who immediately before the Amalgamation of the said Companies were Directors of the *Great Western* Railway Company, and of Three Members to be nominated by the Directors of the *Birmingham* Company out of the Board of Directors of the said last-mentioned Company existing at or immediately before the Period of such Amalgamation, of Two Members to be nominated by the Directors of the *Chester* Company out of the Board of Directors of the said last-mentioned Company existing at or immediately before the Period of such Amalgamation, and of One Person to be appointed by Sir *Watkin Williams Wynn* Baronet, or the Owner of *Wynnstay* for the Time being, as hereinafter provided, and the said First Board of Directors shall remain in Office until the First General Meeting of the united Company which will take place in the Year next ensuing the Year of the said Amalgamation,

First Directors of the United Company.

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gamation, and at and after such Meeting all the Shareholders in the united Company duly qualified shall be eligible as Directors of the said Company.

Qualifica-
tion.

XLIII. That the Qualification of a Member of the said First Board of Directors of the united Company shall be the Possession of the Number of Shares or the Amount of Stock in the united Company which, if the same had been Shares or Stock in either of the said Companies prior to their Amalgamation, would have entitled the Person holding the same to be a Director of the One of the said Companies of which he was a Director at the Time of such Amalgamation; and the Qualification of a Director of the *Great Western* Railway Company to be elected after the Union of the said Three Companies, exclusive of the said First Directors, shall be the Possession in his own Right of Shares or Stock in the united Company representing at least One thousand Pounds of the Capital of the said united Company.

As to Retirement of Directors by Rotation.

XLIV. That the several Persons who shall be the First Directors of the united Company shall, with reference to their going out of Office by Rotation, be considered to have been all elected at the said First Meeting of the united Company, and shall thereafter retire from Office in the Manner following; that is to say, at the First General Meeting of the united Company which will be held in each of the First and Third Years ensuing the Year of the Amalgamation of the said Companies, Three Directors who before such Amalgamation were Directors of the *Great Western* Railway Company, and One Director who before such Amalgamation was a Director of the said *Birmingham* Company, and One Director who before such Amalgamation was a Director of the *Chester* Company (the said Directors respectively being selected by Ballot amongst the several Members constituting the Board of Directors), shall go out of Office, and their Places may be supplied by the Election of Shareholders duly qualified in their Stead; and at the First General Meeting of the united Company to be held in the Second and Fourth Years respectively after the Year of Amalgamation of the said Companies, Three of the said Directors who previous to such Amalgamation were Directors of the *Great Western* Railway Company, and One of the Directors who before such Amalgamation was a Director either of the *Birmingham* Company or of the *Chester* Company (such Directors being selected by Ballot as aforesaid), shall go out of Office, and their Places may be supplied in manner aforesaid; and in the Fifth Year next ensuing the Year of such Amalgamation as aforesaid, Five of the Directors of the united Company, and in the Sixth Year Four of the said Directors, and in all subsequent Years Five or Four of the said Directors alternately, shall retire from Office, and their Places be supplied in
manner

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manner aforesaid, according to the Provisions of the Acts in force relating to the said *Great Western Railway Company*: Provided always, that all Directors going out of Office as aforesaid shall, if duly qualified, be re-eligible at the same or any subsequent Meeting.

XLV. That inasmuch as by the before-recited Act of the Ninth and Tenth Years of the Reign of Her present Majesty, Chapter Two hundred and fifty-one, *Edward Tench* was appointed a Director of the *Shrewsbury and Chester Railway Company* on behalf of Sir *Watkin Williams Wynn* of *Wynnstay*, Baronet, and the said Sir *Watkin Williams Wynn* and other the Owners for the Time being of *Wynnstay* were thereby empowered from Time to Time to appoint One Director of that Company upon the Death, Removal, or Resignation of the said *Edward Tench* or of any other Director so appointed, and it is just that the Powers so given should not be prejudiced by the Amalgamation by this Act authorized; therefore it shall be lawful for Sir *Watkin Williams Wynn* of *Wynnstay* in the County of *Denbigh*, Baronet, during his Life, and from and after his Decease for the Owner or Owners for the Time being of the Mansion House of *Wynnstay* aforesaid, or during the Minority of any such Owner or Owners, his, her, or their Guardian or Guardians, Trustee or Trustees, by Writing under his, her, or their Hand or Hands, from Time to Time to appoint One Director of the said united Company, in addition to the Directors to be chosen and elected by the Shareholders, and in case of the Death, Resignation, or Removal by such Owner or Owners, Guardians, or Trustees, of any Director to be so appointed, then he, she, or they may from Time to Time thereafter appoint some other Person as a Director in the Room of such Director who shall die, resign, or be removed as aforesaid: Provided always, that when and so often as the Power of appointing such Director as aforesaid is for the Time being vested in One Person only (being a Male), it shall be lawful for such Person to appoint himself, and when and so often as such Power is for the Time being vested in Two or more Persons it shall be lawful for them to appoint One of themselves (being a Male), as such Director: Provided also, that the Qualification of every such Director respectively shall be the Possession of One thousand Pounds of the Capital of the said united Company.

As to Appointment of a Director by the Owner of *Wynnstay*.

XLVI. That any such Director appointed by or on behalf of Sir *Watkin Williams Wynn* or the Owner of *Wynnstay* for the Time being shall not retire by Rotation; and so long as any Director so appointed shall be in Office, Four only of the Directors of the united Company shall retire from Office in those Years in which, under the other Provisions of this Act, Five of those Directors would retire.

Such Directors not to retire by Rotation.

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Arbitration
in case of
Difference as
to Rights of
guaranteed
Share-
holders.

XLVII. That inasmuch as Differences may hereafter arise between the Holders of the said *Birmingham* and *Chester* Guaranteed Shares respectively, and the *Great Western* Railway Company or the Directors thereof, touching the Rights and Interests of the Holders of the last-mentioned Shares, it shall be lawful for the Holders of *Birmingham* Guaranteed Shares, or of *Chester* Guaranteed Shares, representing not less than One Twentieth Part of the Capital of the Company represented by such Guaranteed Shares respectively, in case they hereafter differ with the *Great Western* Railway Company or the Directors thereof in reference to any Question arising under this Act, and affecting the Rights or Interests of the Holders of such Shares, to require the Directors of the *Great Western* Railway Company to convene a Meeting of the Holders of such Shares, by a Circular addressed to each such Shareholder, specifying the Object of such Meeting, and appointing a Place and Time for the Holding thereof, not less than Seven Days from the Date of such Circular; and if at such Meeting the Holders of such Shares representing not less than One Tenth Part of the Capital of the Company shall attend, it shall be lawful for the Shareholders present personally or by Proxy at such Meeting, by a Majority of Votes, to appoint an Arbitrator on their Behalf, and by Writing under the Hands of any Seven or more of the Shareholders to require the Directors of the *Great Western* Railway Company to appoint an Arbitrator on behalf of the Holders of other Shares in the Company; and all Questions in difference as aforesaid shall be referred to the Arbitration of the said Two Persons so appointed, and of an Umpire to be appointed by them, before they proceed on their Reference, and the Decision of the said Arbitrators or their Umpire shall be final, and the Costs of the Arbitration shall be in the Discretion of the Arbitrators or their Umpire, and such of the said Costs (if any) as shall be awarded to be paid by the Holders of *Birmingham* or *Chester* Guaranteed Shares shall be paid by such of them as shall have signed the Requisition to the Directors of the *Great Western* Railway Company, requiring the Matter so in difference to be referred to Arbitration, rateably in proportion to the Number of Guaranteed Shares held by such Shareholders at the Date of such Requisition; and it shall be lawful for the Directors of the *Great Western* Railway Company, if the said Shareholders respectively shall not duly pay the Proportion of Costs payable by them respectively under the said Award, to pay the Amount thereof, and to deduct the Sums so paid out of the Dividends accruing on the Guaranteed Shares belonging to or which at the Date of the said Requisition belonged to the Shareholders who shall so fail to pay such their Proportion of the said Costs, and all the Provisions of the "Railways Clauses Consolidation Act" in reference to the Decision of Disputes by Arbitration shall, so far as applicable, be held to be incorporated with this Act in reference to the Arbitration lastly herein-before provided for.

XLVIII. That

Birmingham, and Chester Railways Act 1854.

That neither the passing of this Act nor the Amalgamation of the said Companies, nor anything in this Act contained, shall be held to imply or to authorize or indicate any Approval of the Addition or Extension of the Broad Gauge to or on the Lines of the *Birmingham and Chester Railways* or either of them, or any Part thereof, or any of the Stations or Works connected therewith, except as already specially authorized by the *Great Western Railway (Station Accommodation, &c.) Act, 1854*; nor shall any Application be made to Parliament for Power to lay down such Broad Gauge, nor shall the same be laid down on the said Railways or either of them, or any Part thereof, or the Works or Stations connected therewith, except as herein-before excepted, unless the Board of Trade shall hereafter, and Five Months at least prior to the Commencement of the Session of Parliament in which such Application shall be made, have reported (and published their Report) that, for Reasons stated in such Report, it would, in their Judgment, be for the Advantage of the Public that the Broad Gauge should be so extended or added or laid down, and then only subject to such Conditions as to the Use of the said Broad Gauge, and the Maintenance and continued working and Use of the Narrow Gauge, by the *Great Western Railway Company*, as to the said Board shall seem expedient.

Nothing to authorize the Use of the Broad Gauge on Birmingham and Chester Railways, except as authorized by 17 & 18 Vict. c. cxxxiii.

XLIX. And whereas the *Great Western Railway Company* are now completing the Communication on the Narrow Gauge between the Railways constructed on that Gauge North of *Wolverhampton* and the *London and South-western Railway* at *Basingstoke*, so as to give a continuous Communication on the Narrow Gauge capable of being worked as a Double Line of Railway with proper Sidings and with proper Accommodations and Conveniences at their Stations between the several Narrow Gauge Railways which do or shall communicate with any of the Railways of the *Great Western Railway Company* between the Points aforesaid; and it is expedient to ensure that such Communication as aforesaid shall be completed within a reasonable Period, and that the same shall be hereafter maintained and worked in an efficient Manner so as to secure the Objects thereby contemplated: Be it enacted, That the united Company shall and they are hereby required to complete such Narrow Gauge Communication, with such Sidings, Accommodations, and Conveniences as aforesaid, within Eighteen Months from the passing of this Act, and shall at all reasonable Times thereafter maintain and work the same in an efficient Manner to the Satisfaction of the Board of Trade with Narrow Gauge Engines and Carriages in connexion with the *London and South-western*, the *Birmingham and Chester*, and other Railways worked on the Narrow Gauge, and shall also efficiently work to the Satisfaction of the Board of Trade the said *Birmingham and Chester Railways* so as to afford the utmost Facility (both as to Lines and other Accommodations and

Provision as to Completion of the Narrow Gauge Communication on certain Railway herein named.

Conveniences

The Great Western, Birmingham, and

Conveniences as aforesaid) for the Development of the Traffic thereon and on the said other Railways South of *Wolverhampton* according to the Provisions of the Railway and Canal Traffic Act, 1854, and in addition to the Provisions of the same Act, if they shall fail so to do, it shall be competent to the Board of Trade to require the Company to adopt such Measures for giving full Effect to the Objects of this Enactment as to them shall seem meet, and if the Company shall fail to perform or comply with any of the Obligations by this Provision imposed upon them, the Company shall forfeit to Her Majesty the Queen the Sum of Two hundred Pounds for each and every Day during which such Default or Failure shall continue, and the said Penalty shall be recoverable by Her Majesty's Attorney General by Action, Suit, or other legal Proceeding (as the Case may require) in any Court of competent Jurisdiction.

Company not to be prosecuted under this and the Great Western (Berks and Hants, and Wilts, Somerset, and Weymouth) Act, 1854, for the same Offence.

L. And whereas the last preceding Clause of this Act is also contained in "The *Great Western Railway (Berks and Hants and Wilts, Somerset, and Weymouth)* Act, 1854," and it is expedient to provide against Proceedings being taken against the Company under the said Act and also under this Act for or in respect of the same Offence: Therefore if any Action, Suit, or other legal Proceeding shall be commenced against the Company for their Failure to perform or comply with any of the Obligations by the last preceding Clause of this Act imposed upon them, such Action, Suit, or other Proceeding shall be a Bar to any Action, Suit, or other Proceeding which may be commenced against the Company for the same Offence under the Provisions of "The *Great Western Railway (Berks and Hants and Wilts, Somerset, and Weymouth)* Act, 1854," anything in the said last-mentioned Act to the contrary notwithstanding.

Great Western Railway Company to afford all Facilities to the London and North-western Company as Board of Trade shall fix.

LI. And whereas it is expedient that every proper Facility of Communication should be afforded with the Lines of Railway on the Narrow Gauge now being laid down by the *Great Western Railway Company* between *Oxford* and *Basingstoke*: Be it enacted, That the *Great Western Railway Company* shall and they are hereby required to afford all such Facilities to the *London and North-western Railway Company* for the Purpose of connecting the *Buckinghamshire Lines* of Railway with the *Great Western Railway* at *Banbury* and at *Oxford*, or at either of those Places, as the Board of Trade shall fix and determine to be reasonable.

Power to Shrewsbury, and Birmingham, and Great Western Companies

LII. That from and after the passing of this Act the Powers heretofore given to the *Shrewsbury*, and *Birmingham*, and *Great Western Railway Companies*, under and by virtue of the several Acts of Parliament relating to the Joint Station at *Wolverhampton*, to appoint Three Directors of each Company to be Members of the Joint Committee

for

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for the Construction and Management of that Station, shall, as to the Construction and Maintenance of the Fabric thereof, cease and determine, and instead thereof the Company hereby amalgamated shall nominate Three Directors only to be Members of such Committee, together with the Three Members theretofore appointed and to be appointed by the *Oxford, Worcester, and Wolverhampton* Railway Company as to all Matters relating to the Construction and Maintenance of the Fabric of the said Station.

to appoint
Directors,
&c.

LIII. Whereas by an Arrangement between the *London and North-western*, the *Birkenhead, Lancashire, and Cheshire Junction*, the *Shrewsbury and Chester*, and the *Chester and Holyhead* Railway Companies, a large Central Station has been erected in the City of *Chester*, and by the Minutes of such Arrangement it was provided that the Cost of the Lands and Construction of the said Station, and incident thereto, as also the Working Expenses thereof, should be paid in certain Proportions: And whereas since the said Arrangement the Parties thereto, or some of them, have altered or extended their respective Undertakings, and by this Act the Undertakings of the *Shrewsbury and Chester* and *Shrewsbury and Birmingham* Railway Companies will be united with that of the *Great Western* Railway Company, and it may therefore become fitting to revise the Proportions which ought to be contributed by the several Companies interested in the said Station towards the Cost of constructing the same and the Working Expenses thereof, and also to revise and alter the Arrangements now in force in reference to the Management of the said Station, and as to the Number of Directors to be appointed by the said Companies respectively for the Purposes of such Management: Be it therefore enacted, That within Twelve Months from the passing of this Act it shall be lawful for either of the before-mentioned Companies, or for the *Great Western* Railway Company, to demand a Revision of the Proportions paid and to be paid by the said Companies respectively for the Purchase of the said Lands and the Construction of the said Station and incident thereto; and in case of Difference an Arbitrator shall be appointed by the Board of Trade, on the Application of either of the said Companies, to settle whether any and what additional Amount should be paid by either of the said Companies to the others or other of them in respect of Monies heretofore expended in the Purchase of the said Lands and Construction of the said Station and incident thereto, and whatsoever Sum the said Arbitrator shall determine ought to be so paid by either of the said Companies to the others or other of them shall be paid accordingly, and shall be a Debt due to the Company or Companies to whom the same may be made payable, and such Amount shall be recoverable by such Companies respectively by Action in any Court of competent Jurisdiction; and the same Arbitrator

Power to
demand a
Revision of
Proportions
paid by the
Companies
herein
named

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trator shall also determine the Proportion of the Working Expenses to be thenceforth paid by the said Companies respectively, and such Proportion of Working Expenses shall be so paid for the Period of Three Years, and at the End of that Period, if required by any Two of the said Companies, the Proportion of the Working Expenses of the same Station to be borne and paid by the said Companies respectively may be in like Manner revised; and the said Arbitrator shall also determine how and in what Manner and within what Time the Lands on which the said Station is erected should be conveyed to and vested in the Joint Committee of Management, in accordance with any Minutes of Arrangement relating thereto, and also how many Directors shall be appointed by each of the said Companies for the future Management of the said Station, and what Number of Votes such Directors respectively shall have in the said Management; and the Costs of the Reference shall be in the Discretion of the Arbitrator, whose Decision, if confirmed by the Board of Trade, shall be final and conclusive.

Nothing to affect Rights of certain Parties herein named.

LIV. That nothing in this Act contained shall in any Manner diminish, alter, or take away any Powers, Rights, or Advantages conferred upon or intended to be conferred upon *Robert Middleton Biddulph* and *George Hammond Whalley* Esquires respectively or either of them, and their respective Tenants, by and under a certain Agreement bearing Date the Twenty-fifth Day of *July* One thousand eight hundred and fifty-one, and signed by *John Bethune Ross* on behalf of the *Shrewsbury and Chester Railway Company*, and *Rupert Kettle* on behalf of the said *Robert Middleton Biddulph* and *George Hammond Whalley*, but such Agreement, and all the Powers, Rights, and Advantages thereof, may be enforced by and against the *Great Western Railway Company*.

Saving the Rights of the Trustees of the *Birkenhead Docks*.

LV. That nothing in this Act contained shall in any Manner prejudice, diminish, alter, or take away any of the Rights or Privileges, or any Power, Jurisdiction, or Authority, now vested in or enjoyed by the Trustees of the *Birkenhead Docks*, or alter, repeal, or affect any of the Acts of Parliament relating to the Docks or Works of the same Trustees; but that all such Rights and Privileges, and every such Power, Jurisdiction, Authority, and Act, shall continue and be preserved and be in force as if this Act had not been passed.

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

LVI. That it shall not be lawful for either of the said Companies, out of any Money by any existing Act relating to such Company authorized to be raised for the Purposes of such Act, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parli-
ment

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ment for the Purpose of obtaining any Act authorizing such Company to construct any other Railway, or execute any other Work or Undertaking.

LVII. 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 Railways*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Tenth Year of the Reign of Her present Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the Session of Parliament held in the Fourteenth and Fifteenth Years of the Reign of Her said Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways*: Nothing in this Act contained shall be held to exempt the said Railways or the said Companies from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railways and Companies so far as the same shall be applicable thereto.

Railways to be subject to the Provisions of 1 & 2 Vict. c. 98. 3 & 4 Vict. c. 97. 5 & 6 Vict. c. 55. 7 & 8 Vict. c. 85. 9 & 10 Vict. c. 57. and 14 & 15 Vict. c. 64.

LVIII. That nothing herein contained shall be deemed or construed to exempt the said Railways from the Provisions of any General Act relating to the recited Acts, or of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force, or which may hereafter pass during 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, and of the Rates for small Parcels, authorized by the recited Acts.

Railways not exempt from Provisions of future General Acts.

LIX. That the Costs, Charges, and Expenses of obtaining and passing this Act shall be paid by the said Three Companies in the Proportions of the Lengths of their respective Lines of Railway between *London* and *Chester*.

Expenses of Act.

LX. That this Act may be cited for all Purposes whatsoever as "*The Great Western, Birmingham, and Chester Railways Act, 1854.*"

Short Title.

SCHE-

The Great Western, Birmingham, and Chester Railways Act, 1854.

SCHEDULES referred to in the foregoing Act.

SCHEDULE (A.)

Acts relating to the Shrewsbury and Birmingham Railway Company.

- 9 & 10 Vict.
c. 307. An Act for making a Railway from Shrewsbury to Wolverhampton, with a Branch, to be called The Shrewsbury and Birmingham Railway.
- 9 & 10 Vict.
c. 308. An Act for making a Railway from Shrewsbury to Wolverhampton, to be called The Shrewsbury and Wolverhampton and South Staffordshire Junction Railway.
- 10 & 11 Vict.
c. 80. An Act to enable the Shrewsbury and Birmingham Railway Company to make Branch Railways to Madeley and Ironbridge, and for other Purposes.
- 11 & 12 Vict.
c. 133. An Act to authorize an Alteration of the Line of the Oxford, Worcester, and Wolverhampton Railway, and for other Purposes.
- 12 & 13 Vict.
c. 85. An Act to alter and amend some of the Powers and Provisions of the Shrewsbury and Birmingham Railway Acts, and to authorize the Formation of certain Branch Railways, a navigable Canal, and other Works connected with the same respectively, and for other Purposes.
- 15 & 16 Vict.
c. 165. An Act to authorize the Use, by the Shrewsbury and Birmingham Railway Company, of the Navigation Street Station in Birmingham, and for other Purposes.

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SCHEDULE (B.)

Acts relating to the Shrewsbury and Chester Railway Company.

- An Act for making a Railway from the River Dee in the County of the City of Chester to Wrexham in the County of Denbigh, to be called the North Wales Mineral Railway. 7 & 8 Vict. c. 99.
- An Act for making a Railway from Shrewsbury in the County of Salop to Ruabon in the County of Denbigh, to be called The Shrewsbury, Oswestry, and Chester Junction Railway. 8 & 9 Vict. c. 42.
- An Act to authorize the North Wales Mineral Railway Company to extend their Line to Ruabon, and to make a Branch Railway from Rhos Robin to Minera, and to raise additional Capital for these Purposes. 8 & 9 Vict. c. 115.
- An Act to authorize the North Wales Mineral Railway Company to make certain Branches, and also to make a Deviation in their present Line of Railway. 9 & 10 Vict. c. 250.
- An Act for the Consolidation of the Shrewsbury, Oswestry, and Chester Junction and the North Wales Mineral Railway Companies. 9 & 10 Vict. c. 251.
- An Act to authorize the Shrewsbury, Oswestry, and Chester Junction Railway Company to make Railways to Crickheath and Wem, and to raise additional Capital for these Purposes. 9 & 10 Vict. c. 274.
- An Act to authorize the Shrewsbury, Oswestry, and Chester Junction Railway Company to make an Extension into Shrewsbury, and certain Alterations and Deviations in their Line of Railway. 9 & 10 Vict. c. 275.
- An Act to authorize the Shrewsbury and Chester Railway Company to make certain Branches, and to provide Station Room and other Conveniences in the City of Chester, and to raise additional Capital for these Purposes, and for amending the former Acts relating to the said Company. 10 & 11 Vict. c. 144.
- An Act to authorize the Shrewsbury and Chester Railway Company to make certain Branches to the River Dee, with Wharfs and other Conveniences connected therewith, to enter into Agreements for a Joint Station at Shrewsbury, and to subscribe towards the Shrewsbury and Hereford Railway. 12 & 13 Vict. c. 55.

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14 & 15 Vict.
c. 131.

An Act to authorize the Shrewsbury and Chester Railway Company to abandon the Crickheath and Wem Branches, to construct a Station at Birkenhead, to enter into Arrangements with other Companies, and for other Purposes.

15 & 16 Vict.
c. 146.

An Act to authorize the Shrewsbury and Chester Railway Company to construct additional Branches, to purchase or hire Steamboats, and for other Purposes.

17 & 18 Vict.
c. 120.

An Act to amend the Provisions of certain Acts relating to the Shrewsbury and Chester Railway Company, and for other Purposes.

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