



CHAPTER clx.

An Act for conferring additional powers on the Midland Railway Company for the construction of works ; for the raising of capital ; for the consolidation of their shares and stocks ; and for other purposes in relation to their own undertaking and the undertakings of other companies.

A.D. 1874.

[30th July 1874.]

WHEREAS it is expedient that the Midland Railway Company (in this Act called "the Company") should be empowered to construct the new railways in this Act mentioned, and to deviate and alter certain of their authorised railways :

New railways and deviations.

And whereas in the construction of the railways authorised by the Midland Railway (Settle to Carlisle) Act, 1866, the railway thirdly described in and authorised by that Act (in this Act called "the Settle to Carlisle line"), in passing through the township of Coathill, in the parish of Wetherall, in the county of Cumberland, has been carried for a short distance beyond the limits of deviation shown on the deposited plans referred to in that Act, and it is expedient that the construction and maintenance by the Company of the said railway according to such altered line should be authorised and confirmed :

Confirmation of works on portion of Settle and Carlisle.

And whereas it is expedient that the Company should be empowered to lay down rails across and on the level of Great Ancoats Street, in the city of Manchester, for the purpose of connecting their existing goods station with their premises known as Blair's Mill, which are intended to be used for station purposes, and that the Company and the Corporation of the city of Manchester should be empowered to enter into agreements with reference thereto :

Crossing of Ancoats Street, Manchester.

And whereas it is expedient that the Company should be empowered to alter the roads and to stop up the footpath and portion of street in this Act mentioned, and also to acquire addi-

Alteration, &c. of roads and additional lands.

[Ch. clx.] *The Midland Railway (Additional [37 & 38 VICT.] Powers) Act, 1874.*

A.D. 1874. tional lands for extending their stations, sidings, warehouses, engine sheds, workshops, coal yards, coal depôts, coal drops, and other works and conveniences for the accommodation of their traffic and for other purposes connected with their undertaking :

Deposit of plans.

And whereas plans and sections showing the lines and levels of the railways and other works by this Act authorised, and of the portion of the Settle to Carlisle line, the construction and maintenance of which is by this Act authorised and confirmed, and plans showing the lands required or which may be taken for the purposes or under the powers of this Act, and also books of reference containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the said lands, were duly deposited with the clerks of the peace for the several counties within which the said railways and works will be made, and the said portion of the Settle to Carlisle line and those lands are situate, and those plans, sections, and books of reference are in this Act referred to as the deposited plans, sections, and books of reference respectively :

Wolverhampton, Walsall, &c. (Transfer of powers).

And whereas by the Wolverhampton, Walsall, and Midland Junction Railway Act, 1872, (in this Act called the Wolverhampton Act of 1872,) the Wolverhampton, Walsall, and Midland Junction Railway Company (in this Act called the Wolverhampton Company) was incorporated with power to construct the railways therein mentioned to connect the Wolverhampton and Walsall Railway with the Midland Railway near Water Orton, in the county of Warwick, and with the South Staffordshire Railway in the neighbourhood of Walsall in Staffordshire; and by the same Act the Wolverhampton Company and the Company were empowered to enter into working and traffic agreements; and by the Wolverhampton, Walsall, and Midland Junction Railway Company's Act, 1873, (in this Act called the Wolverhampton Act of 1873,) the Wolverhampton Company were empowered to make an additional junction with the Midland Railway near Water Orton aforesaid; and by the Midland Railway (Additional Powers) Act, 1873, certain heads of agreement between the Company and the Wolverhampton Company for the working by the Company of the undertaking of the Wolverhampton Company, and otherwise in relation thereto, and which heads of agreement were set out in a schedule to that Act, were confirmed and made binding on the two Companies: And whereas the railways authorised by the Wolverhampton Act of 1872 and the Wolverhampton Act of 1873, respectively, could be more conveniently and economically worked by the Company as part of their own undertaking; and it is

expedient that the Wolverhampton Company should be dissolved, and that the Company should be empowered to construct the railways and exercise the powers of the said Acts of 1872 and 1873 :

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And whereas under the authority of Parliament the undertakings of the under-mentioned companies ; (that is to say,)

Exercise of borrowing powers of other companies.

The North-western Railway Company ;

The Redditch Railway Company ;

The Stonehouse and Nailsworth Railway Company ;

The Bedford and Northampton Railway Company ;

The Kettering, Thrapstone, and Huntingdon Railway Company ;

The Midland and South-western Junction Railway Company ;

The Peterborough, Wisbeach, and Sutton Railway Company ;

The Tottenham and Hampstead Junction Railway Company ;

are in perpetuity vested in, leased to, or agreed to be worked by the Company, either alone or in conjunction with some other company or companies, and the interest on the mortgages, bonds, debentures, or debenture stock of the above-named companies is required to be wholly or in part provided or defrayed by the Company ; and it is expedient that the Company should be empowered to issue in their own name and under their seal, and upon the security of their undertaking, mortgages, bonds, debentures, or debenture stock in renewal of or in exchange, substitution, or satisfaction for mortgages, bonds, debentures, or debenture stock of those companies :

And whereas it is expedient that the Company should be empowered to raise additional capital for the purposes of the railways and works by this Act authorised, and for the other objects sought to be effected thereby, and also for the making and enlargement of stations, sidings, warehouses, engine sheds, workshops, coal yards, depôts, drops, mineral, goods, and other works and conveniences for the accommodation of the greatly increased and increasing traffic on their railway, and for completing the purchase of lands and buildings for any of the above-mentioned purposes, and for providing additional plant and rolling stock, block and interlocking signals, and for the general purposes of their undertaking :

Additional capital.

And whereas it is expedient that provision should be made for the consolidation of the various capital stocks of the Company :

Consolidation of stocks.

And whereas it is expedient that the different classes of the debenture stocks of the Company should be consolidated as by this Act provided, and notice of the intended consolidation has been sent to every holder of debenture stock of the Company appearing upon the register thereof :

And whereas it is expedient that some of the powers and provisions of the existing Acts relating to the Company should be

Amendment of Acts.

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And whereas the objects of this Act cannot be effected without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted ; and be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :

Short title. 1. This Act may be cited for all purposes as the Midland Railway (Additional Powers) Act, 1874.

Provisions of certain general Acts incorporated. 2. The following Acts and parts of Acts are, except where expressly varied by this Act, incorporated with and form part of this Act ; (that is to say,)

The Lands Clauses Consolidation Acts, 1845, 1860, and 1869 ;

The Railways Clauses Consolidation Act, 1845 ;

Part I. (relating to the construction of a railway) and Part V.

(relating to amalgamation) of the Railways Clauses Act, 1863 ;

The provisions of the Companies Clauses Consolidation Act, 1845, with respect to the following matters ; namely,

The transfer and transmission of shares ;

The payment of subscriptions and the means of enforcing the payment of calls ;

The forfeiture of shares for nonpayment of calls ;

The remedies of creditors of the Company against the shareholders ;

The borrowing of money by the Company on mortgage or bond ;

The conversion of borrowed money into capital ;

The consolidation of shares into stock ;

The provision to be made for affording access to the special Act by all parties interested ; and

Part I. (relating to cancellation and surrender of shares), Part II.

(relating to additional capital), and Part III. (relating to debenture stock) of the Companies Clauses Act, 1863.

Interpretation of terms. 3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction :

The expression " the railway " or " the railways " means the new railways and the alterations or deviations of railways by this Act authorised :

The expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partially incorporated herewith, shall for the purposes of this Act be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt, and not a debt or demand created by statute: .

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The expression "parish clerks" and "clerks of the several parishes" in sections seven, eight, and nine of the Railways Clauses Consolidation Act, 1845, shall, with reference to the Company and as regards those parishes or extra-parochial places in which, by the standing orders of either House of Parliament, plans, sections, and other documents are required to be deposited with the clerk of the vestry of the parish, or with the clerk of the district board for the district in which the parish or extra-parochial place is included, mean in the first case the vestry clerks of those parishes, and in the second case the clerks of those district boards respectively.

4. Subject to the provisions of this Act, the Company may make and maintain, in the lines and according to the levels shown on the deposited plans and sections thereof, the railways and alterations of railways herein-after described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on those plans and described in the deposited books of reference relating thereto as may be required for that purpose.

Power to make railways according to deposited plans.

The railways herein-before referred to and authorised by this Act are—

1. The Kettering and Manton line (fifteen miles four furlongs two chains and fifteen yards in length), commencing in the parish or extra-parochial place called Barford, in the county of Northampton, by a junction with the Company's main line of railway to London, and terminating in the parish of Manton, in the county of Rutland, by a junction with the Company's Syston and Peterborough line:

Kettering and Manton line.

2. The Burton extensions (four in number), to be situate wholly in the parish of Burton-upon-Trent, in the county of Stafford; (that is to say,)

Burton extensions.

No. 1 (two furlongs and eleven yards in length) commencing by a junction with the Company's branch line to Shobnall Wharf, and terminating at a point indicating on the deposited plans two furlongs and half a chain, and there to form a junction with the Burton branch

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railway No. 1 authorised by the London and North-western Railway (England and Ireland) Act, 1874 :

No. 2 (one furlong and eight chains in length), commencing by a junction with the Company's line from Derby to Birmingham, and terminating by a junction with railway No. 1 :

No. 3 (six furlongs and two chains in length), commencing by a junction with railway No. 1, and terminating on the site of the now disused Bond End Canal, six chains or thereabouts south-east of the Bond End Bridge :

No. 4 (two furlongs and nine chains in length), commencing by a junction with railway No. 3, and terminating at or by a junction with the railway sidings at Messieurs Bass and Company's new brewery on the north-east side of Duke Street :

Dronfield
and Unstone
line.

3. The Dronfield and Unstone line (one mile four furlongs and eight chains in length), to be situate wholly in the townships of Dronfield and Unstone, in the parish of Dronfield, in the county of Derby, commencing by a junction with the Company's Chesterfield and Sheffield line, and terminating by a junction with the Company's Unstone branch :

Pleasley
extension.

4. The Pleasley extension (two miles six furlongs and six chains in length), commencing in the parish of Pleasley, in the county of Derby, by a junction with the Company's Tever-sall and Pleasley extension line authorised by the Midland Railway (Additional Powers) Act, 1873, south-west of the authorised termination thereof, in a field known as Twelve Acres, and terminating in the parish of Mansfield-Woodhouse, in the county of Nottingham, by a junction with the Company's Mansfield and Worksop line :

Killamarsh
branch ex-
tension.

5. The Killamarsh branch extension (one mile seven furlongs and one chain in length), commencing in the parish of Killamarsh, in the county of Derby, by a junction with the Company's Killamarsh branch line, and terminating in the parish of Wales, in the West Riding of the county of York, in a field known as Open Shaft Close :

Alton
branch.

6. The Alton branch (one mile four furlongs and eight chains in length), to be situate wholly in the township of Stretton-and-Claylane, in the parish of North Wingfield, in the county of Derby, commencing by a junction with the Company's line from Derby to Leeds, and terminating in a field known as Cow Close :

7. The Litchurch Wagon branch (five furlongs in length), to be situate wholly in the township of Litchurch, in the parish of Saint Peter, Derby, in the county of Derby, commencing by a junction with the Company's main line Derby curve, and terminating in a field known as the Osmaston Road Close : A.D. 1874.
Litchurch
branch.
8. The Breedon Cross junction curve (four furlongs and two chains in length), to be situate wholly in the parish of King's Norton, in the county of Worcester, commencing by a junction with the Birmingham West Suburban Railway now in course of construction, at or near the bridge carrying the public highway from Birmingham to King's Norton over the Worcester and Birmingham Canal at Breedon Cross, and terminating by a junction with the Company's line from Bristol to Birmingham : Breedon
curve.
9. An alteration or deviation to be called "the Radford deviation No. 1" (six furlongs and four chains in length), in the line and levels of the Company's Nottingham and Mansfield line, commencing at a point thereon in the parish of Lenton, in the county of Nottingham, sixteen chains, or thereabouts, south of the level crossing of that line by the turnpike road leading from Nottingham to Wollaton, and terminating at another point thereon in the parish of Radford, in the same county, forty-eight chains, or thereabouts, north of the same level crossing : Radford
deviation
No. 1.
10. An alteration or deviation to be called "the Radford deviation No. 2" (two furlongs in length), in the line and levels of the Company's Radford and Trowell branch, commencing at a point thereon in the said parish of Lenton twenty-three chains, or thereabouts, from the junction of that branch with the said Nottingham and Mansfield line, and terminating in the said parish of Radford by a junction with the Radford deviation No. 1, west of the said junction of the said Radford and Trowell branch with the said Nottingham and Mansfield line : Radford
deviation
No. 2.

And the said railways, alterations of railways, and works shall for the purposes of tolls and charges, and for all other purposes whatsoever, be part of the undertaking of the Company, as if the same had been part of the Midland Railway vested in the Company by the Act (local and personal) 7 & 8 Vict. c. 18, entitled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and had formed part of the

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A.D. 1874. line of the Midland Railway at the time of the passing of the Act (local and personal) 9 & 10 Vict. c. 326, entitled "An Act to consolidate the Bristol and Gloucester and Birmingham and Gloucester Railway Companies with the Midland Railway Company."

Power to cross certain roads on the level.

5. Subject to the provisions in the Railways Clauses Consolidation Act, 1845, and in Part I. (relating to the construction of a railway) of the Railways Clauses Act, 1863, contained in reference to the crossing of roads on the level, the Company may in the construction of the under-mentioned railways carry the same with a single line of railway only, whilst the railway shall consist of a single line, and afterwards with a double line of railway only, across and on the level of the roads next herein-after mentioned ; (that is to say,)

No. on deposited Plan.	Parish.	Description of Road.
THE BURTON EXTENSIONS.		
176	Burton-upon-Trent	Public.
182A	Ditto	Ditto.
270	Ditto	Ditto.
296	Ditto	Ditto.
322	Ditto	Ditto.

Provided always, that the forty-seventh section of the Railways Clauses Consolidation Act, 1845, shall not apply to the crossing of roads on a level hereby authorised, but at the points at which the roads herein-before mentioned are so crossed on the level by the railway the Company shall erect and at all times maintain good and sufficient gates across the railway on each side of the roads, and shall employ proper persons to open and shut such gates, and shall use all signals requisite for safety at such crossings, and such gates shall be kept constantly closed across the railway except during the time when engines or carriages passing along the railway shall have occasion to cross such roads ; and the person entrusted with the care of such gates shall cause the same to be closed as soon as such engines and carriages shall have passed through the gates, under a penalty not exceeding forty shillings for any default therein.

Inclinations of certain roads.

6. In altering for the purposes of this Act the roads next herein-after mentioned the Company may make the same of any inclinations not steeper than the inclinations herein-after mentioned in connexion therewith respectively ; (that is to say,)

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No. on deposited Plan.	Parish.	Description of Road.	Intended Inclination.
THE KETTERING AND MANTON LINE.			
5	Rushton - - }	Public - - {	1 in 17 on one side, and level on the other.
2	Newton - - }		
15	Corby - - -	Turnpike - - -	1 in 20.
31	Glaston - - -	Public - - -	1 in 12 on one side, and level on the other.
13, 16, and 20	Wing - - -	Public (diversion) -	1 in 16.
THE RADFORD DEVIATION (No. 1).			
2	Radford - - -	Turnpike - - -	1 in 20.

7. In constructing the Kettering and Manton line the Company shall conform to the following conditions :

For protection of the London and North-western Company.

1. It shall be carried over the existing Rugby and Stamford and the authorised Seaton and Wansford Railways of the London and North-western Railway Company at the proposed crossings thereof, according to plans and specifications to be reasonably approved by and to be executed under the superintendence and to the satisfaction of the principal engineer of that company, and in all things at the expense of the Company, and it and its works shall be so carried over and executed by and in such means and manner only as not to interfere with the construction of the said Seaton and Wansford Railway, or the free, uninterrupted, and safe user thereof when constructed, or of the said Rugby and Stamford Railway, or the working of the traffic thereon respectively, and for each of such crossings there shall be a bridge with two clear spans of not less than twenty-eight feet, measured on the square, and with a clear headway of not less than fifteen feet at the centre, and so constructed as to clear the London and North-western luggage gauge :
2. The Company shall at all times maintain the bridges, arches, and other works for such crossings in substantial repair and good order, to the reasonable satisfaction in all respects of the principal engineer of the London and North-western Railway Company ; and if and whenever the Company fail so to do, the London and North-western Railway Company may make or do, in and upon as well the lands of the Company as their own lands, all such works and things as they may reasonably think requisite in that behalf, and the sum certified by such engineer to be the reasonable amount of such expenditure shall be repaid to them by the Company,

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and in default of payment may be recovered from the Company with full costs in any court of competent jurisdiction :

3. The Company shall not, without in every case obtaining the previous consent of the London and North-western Railway Company under their common seal, take, use, or interfere with any of the lands or property from time to time belonging to or in the possession or under the power of that Company, except only such part or parts thereof as shall be necessary for the Company to take, use, or interfere with for making and maintaining the works by which the Kettering and Manton line is according to this enactment to be carried over the said existing and authorised railways of the London and North-western Railway Company :
4. As to any such lands or property which the Company are so authorised to take, use, or interfere with, they shall not purchase and take the same, but they may purchase and take, and the London and North-western Railway Company may and shall sell and grant accordingly, an easement or right of using the same for the purposes for which but for this enactment the Company might purchase and take the same :
5. The Company shall bear, and on demand pay to the London and North-western Railway Company all reasonable expenses of the employment by them during the construction of the works for such proposed crossings of a sufficient number of inspectors and watchmen to be appointed by that company for watching their works and property with reference to and during the execution of such works of the Company, and for preventing as far as may be all interference, danger, and accident from any of the operations or from the acts or defaults of the Company or of their contractors, or any persons in the employment of the Company or of their contractors, with reference thereto or otherwise, and also of the alteration from time to time by the London and North-western Railway Company of any signals which they may find necessary to make owing to such respective crossings :
6. If by reason of the execution of any of the works or any proceedings of the Company, or the failure of any such works, or any act or omission of the Company or of their contractors, or of any persons in the employ of the Company or of their contractors or otherwise, any of the works or property of the London and North-western Railway Company, or any passenger or other traffic on the said Rugby

and Stamford Railway, and on the Seaton and Wansford line when constructed and in use, shall be injured or damaged, such injury or damage shall forthwith be made good by the Company at their own expense, or in the event of their failing so to do, then the London and North-western Railway Company may make good the same, and recover the expense thereof with full costs from the Company in any court of competent jurisdiction; and if any interruption shall be occasioned to such traffic by reason of any of the matters or causes aforesaid, the Company shall on demand pay to the London and North-western Railway Company all costs and expenses to which they may be put, as well as full compensation for the loss and inconvenience sustained by them by reason of any such interruption, such costs, expenses, and compensation to be recoverable as last aforesaid, with full costs, by the London and North-western Railway Company from the Company:

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7. Nothing in this Act contained shall prejudice, take away, diminish, or interfere with any of the property, rights, interests, powers, and privileges of the London and North-western Railway Company, otherwise than is herein expressly provided.

8. The provisions of the Railways Clauses Consolidation Act, 1845, relating to alteration of gas pipes and interference with gas supply by the Company contained in sections 18, 19, 20, 21, 22, and 23 of that Act, shall for the purposes of this Act extend and apply to the commissioners for executing the Town of Burton-upon-Trent Act, 1853, as if the said commissioners were a gas company within the meaning of the same sections.

Burton-upon-Trent Town Commissioners to be deemed a gas company within meaning of Railways Clauses Consolidation Act, 1845.

9. In constructing the Burton Extension Railway No. 3, the following provisions for the protection of the South Staffordshire Waterworks Company shall be observed and carried into effect:

For the protection of the South Staffordshire Waterworks Company.

(A.) If the Company in constructing on a level the said extension railway across the public road or street in Burton-upon-Trent called Lichfield Street, and numbered on the deposited plans 182A, in the parish of Burton-upon-Trent, shall find it convenient to alter the level of the main of the Waterworks Company now laid in that street, they shall not remove or displace the said main or do anything to impede the passage of water into or through the same without the consent of the Waterworks Company, or in any other manner than such company shall approve, until a good substituted main for

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continuing the supply of water as sufficiently as the same was supplied by the main proposed to be removed or displaced shall at the expense of the Company have been first made and laid down in lieu thereof, and be connected or prepared to be connected with the other works of the Waterworks Company ready for use to the satisfaction of the engineer of the Waterworks Company, or in case of disagreement between such engineer and the engineer of the Company as to such works, or in case of disagreement as to any other works required to be done by the Company for the protection of the Waterworks Company, as an engineer appointed by the President of the Institution of Civil Engineers shall direct.

(B.) If any interruption in the supply of water by the Waterworks Company shall be occasioned by the acts, neglect, or default of the Company, or by the acts, neglect, or default of any of their contractors, agents, workmen, or servants, or any person in the employ of them, or any or either of them, the Company shall forfeit and pay to the Waterworks Company for the benefit of the Waterworks Company a sum equal to and after the rate of ten pounds for every hour such interruption shall continue, and shall save harmless the Waterworks Company from all damages and costs in respect of such interruption, such sum, damages, and costs to be recoverable by the Waterworks Company in any court of competent jurisdiction, and the expense of all repairs or renewals of the mains or pipes of the Waterworks Company or any works in connexion therewith which may be at any time hereafter rendered necessary by the acts or defaults of the Company, their contractors, agents, workmen, or servants, or any person in the employ of them, or any or either of them, shall be borne and paid by the Company, and may be recovered from them by the Waterworks Company as aforesaid.

(C.) Nothing in this Act contained shall take away or abridge nor extend any power vested in the Waterworks Company to open or break up any road or street along or across which the said extension railway shall be made for the purpose of laying down, repairing, altering, or removing any main or pipe for the supply of water, but in the exercise of such power the Waterworks Company shall be subject to the following restrictions; that is to say,

(1.) They shall cause as little detriment or inconvenience to the Company as circumstances will admit:

- (2.) Before they commence any work affecting the said extension railway or the works thereof, they shall (except in cases of urgency, in which cases no notices shall be necessary) give to the Company notice of their intention to commence such work, specifying the time at which they will begin to do so, such notice to be given forty-eight hours at least before the commencement of the work :
- (3.) Whenever for the purpose of enabling the Waterworks Company to execute such work the Waterworks Company shall so require, the Company shall shore up and secure the said extension railway during the execution of the works there, but in all things at the risk and cost of the Waterworks Company :
- (4.) The Waterworks Company shall not execute any such work so far as it immediately affects the said extension railway except under the superintendence of the engineer of the Company, unless he refuse or neglect to give such superintendence at the time specified in the notice for the commencement of the work or discontinue the same during the progress of the work. And the Waterworks Company shall execute such work at their own expense and to the reasonable satisfaction of the engineer of the Company: Provided that any additional expense imposed upon the Waterworks Company by reason of the existence of the said extension railway in any road or place where any such mains or pipes shall have been laid before the construction of such railway shall be borne by the Company. The question of such additional expense, if any, imposed upon the Waterworks Company as shall be claimed by them to be borne by the Company as last aforesaid shall in case of difference be referred to and be settled by the arbitration of an engineer, if not agreed on between the Waterworks Company and the Company, to be appointed by the President of the Institution of Civil Engineers on the application of either Company :
- (5.) Except as herein expressly provided, nothing contained in this Act shall extend or be construed to extend to prejudice, diminish, alter, or take away any of the rights, powers, privileges, or authorities of or belonging to or vested in the Waterworks Company.

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Running powers to London and North-western Railway Company over Burton Extension Railways.

10. The London and North-western Railway Company may pass over and use with their engines and carriages of every description, and with their clerks, officers, and servants, the railways following or any of them, together with the watering places, water, booking offices, warehouses, wharves, sidings, works, and conveniences connected therewith respectively, except stations and sidings used for station purposes; (that is to say,)

The Burton Extension Railways by this Act authorised, upon payment of interest at the rate of five pounds per centum per annum on one half of the Company's outlay upon such railways and conveniences so to be used.

In case of difference as to the amount of such outlay the same to be settled by an arbitrator to be appointed by the Board of Trade at the request of either Company.

But the London and North-western Railway Company shall be entitled in account to one half the net tolls which the Company may receive from any other company in respect of any use by such other company of the Burton Extension Railways or any part thereof.

The London and North-western Railway Company to pay also a proportion according to user of the maintenance, signalling, rates, taxes, and other expenses relating to the said railways and conveniences, such proportion to be settled in case of difference by arbitration as aforesaid.

The London and North-western Railway Company in exercising the running powers by this Act conferred upon them shall at all times observe the regulations and byelaws for the time being in force on the railways so used, so far as such byelaws shall be applicable to the London and North-western Railway Company.

London and North-western Railway Company may provide stations, &c. on Burton Extension Railways.

11. Notwithstanding anything in this Act, the London and North-western Railway Company may provide, as and whenever desired by them, all necessary stations and other conveniences upon and in connexion with the Burton Extension Railways, and the Company shall concur in and afford all reasonable facilities for the acquisition of land and the construction of such stations and conveniences and the necessary junctions in connexion therewith.

User of Burton Extensions by North Staffordshire Railway Company.

12. The North Staffordshire Railway Company may pass over and use with their engines and carriages of every description, and with their clerks, officers, and servants, all or any portions of the Burton extensions by this Act authorised, and the several sidings, works, watering places, and conveniences connected with such extensions respectively (except stations and sidings used for station purposes), upon fair terms to be agreed upon or settled by arbi-

tration under the provisions of the Railway Companies Arbitration Act, 1859. A.D. 1874.

13. If the Company fail within the period limited by this Act to complete the Kettering and Manton line, or the Burton extensions, or the Dronfield and Unstone line, or the Pleasley extension, or the Killamarsh branch extension, or the Alton branch, or the Litchurch Wagon branch, or the Breedon Cross junction curve, or the Radford deviation No. 1, and the Radford deviation No. 2, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railway or railways in respect of which the penalty has been incurred is or are completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the amount of the estimated cost of the railway or railways in respect of which the penalty has been incurred.

Imposing penalty unless railways opened.

The said penalty may be applied for by any landowner or other person claiming to be compensated in respect of the railway or railways in reference to which the penalty has been incurred, in accordance with the provisions of the next following section of this Act, or by the Solicitor of Her Majesty's Treasury, and in the same manner as the penalty provided in section three of the Railway and Canal Traffic Act, 1854.

Every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name and with the privity of Her Majesty's Paymaster General on behalf of the Court of Chancery in the bank and to the credit specified in such warrant or order, and shall not be paid thereout except as herein-after provided.

But no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening the railway or railways in respect of which the penalty has been incurred by unforeseen accident or circumstances beyond their control; provided that want of sufficient funds shall not be held to be a circumstance beyond their control.

14. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railway in respect of which the penalty has been incurred, or any portion thereof, or who may have been

Providing for application of penalty.

[Ch. clx.] *The Midland Railway (Additional [37 & 38 VICT.] Powers) Act, 1874.*

A.D. 1874. — subjected to injury or loss in consequence of the compulsory powers conferred upon the Company by this Act of taking property for the purposes of such railway, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit.

If no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid to or for the account of Her Majesty's Exchequer in such manner as the Court of Chancery in England thinks fit to order on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the Court, if the Company is insolvent, and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid to such receiver or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

Period for completion of railways.

15. If the respective railways are not completed within five years from the passing of this Act, then on the expiration of that period the powers by this Act granted to the Company for making and completing the respective railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof respectively as is then completed.

Lands for extraordinary purposes.

16. The quantity of land to be taken by the Company for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, shall not exceed fifteen acres.

After completion, &c. of deviations in Nottingham and Mansfield line and Radford and Trowell branch, Company not compellable to keep open intermediate portions of existing lines.

17. After the completion and opening for public traffic of the Radford deviation No. 1, and the Radford deviation No. 2, by this Act respectively authorised, it shall not be incumbent on the Company to maintain and keep open for public traffic those portions of the existing Nottingham and Mansfield line and Radford and Trowell branch respectively which will be rendered unnecessary by reason of the construction of the said Radford deviations, but the Company may, if they think fit, retain the same or the site thereof as sidings or otherwise for the general purposes of their undertaking.

18. The construction by the Company, in the line and according to the levels and in and through the lands shown on the deposited plans and sections relating thereto, of so much of the Settle to Carlisle line as lies between the fields numbered respectively on the plans referred to in the Midland Railway (Settle to Carlisle) Act, 1866, and on the said deposited plans 2 and 22 in the township of Coathill, in the parish of Wetherall, in the county of Cumberland, is hereby authorised and confirmed, and the Company may maintain that portion of the said line as so constructed, and they may acquire, hold, and use for that purpose the lands shown on the deposited plans and described in the deposited books of reference relating thereto.

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Legalising construction of portion of Settle and Carlisle Railway in parish of Wetherall.

19. The Company may from time to time lay down, maintain, and use rails in, over, across, and on the level of Great Ancoats Street, in the city of Manchester, between the existing goods station of the Company and the premises of the Company known as Blair's Mill: Provided always, that those rails shall be laid down and used subject to and in accordance with the conditions following for the protection of the corporation of the city of Manchester (herein-after called "the corporation"); (that is to say,)

Power to cross Great Ancoats Street, Manchester, on the level.

- (a.) There shall not at any time be laid or maintained across the street more than one set of rails:
- (b.) The rails shall be so laid and maintained as that the upper edges thereof shall be upon a level with the surface of the street:
- (c.) The rails shall be laid down in such manner as shall be agreed upon between the surveyor of the corporation and the engineer of the Company:
- (d.) The Company shall not use any other than animal power for moving carriages and waggons across the street, and shall not allow any carriages or waggons to stand on such crossing:
- (e.) During the time that the crossing shall be used by the Company there shall be a signalman maintained by the Company at or near the corner of Watson Street, and it shall be the duty of such signalman when any cart or carriage approaches from either side to that portion of Great Ancoats Street which is crossed to give warning thereof by effectual signals to the officers and servants of the Company, so as to prevent the crossing of that street by means of the said rails until such cart or carriage shall have passed, it being the intent and meaning of this condition that the carts and carriages passing along Great

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Ancoats Street shall at all times have precedence over the traffic of the railway using the said crossing :

(f.) It shall be lawful for the Company or the corporation, by giving twelve months notice of their intention, to terminate the use by the Company of the rails so laid down; and on the termination of the twelve months the rails shall be forthwith removed and the street in every respect reinstated and repaired by and at the expense of the Company. And in case the notice be given by the corporation and of any failure on the part of the Company to remove the rails, the same may be removed and the street reinstated by the corporation, and the expenses incurred shall on demand be repaid by the Company to the corporation.

Power to
make altera-
tions of
roads.

20. Subject to the provisions of this Act, the Company may make, in the lines and according to the levels shown on the deposited plans and sections relating thereto, the alterations or deviations in the lines and levels of the public roads or other highways hereinafter described, with all proper works and conveniences connected therewith, and may exercise the powers herein-after mentioned, and may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited books of reference relating thereto as may be required for that purpose. The alterations or deviations of roads herein-before referred to and authorised by this Act are—

1. An alteration or deviation in the township of Bramley, in the parish of Leeds, in the west riding of the county of York, in the line and levels of the public highway which crosses the Company's Leeds and Bradford line on the level, near to and on the west side of the Newlay station on that line, commencing from a point on that public highway fifty yards, or thereabouts, southward, and terminating at another point thereon one hundred and forty yards, or thereabouts, northward of the same level crossing. And when and so soon as the said alteration or deviation is completed and opened to the public, the Company may stop up and discontinue the said level crossing, and may appropriate to the purposes of their undertaking so much of the said existing public highway as lies between the boundaries of their property and will not be required for the purposes of the intended works :
2. An alteration or deviation in the township and parish of Bingley, in the west riding of the county of York, in the line and levels of the road and footpath which cross the Company's Leeds and Bradford line on the level, at a point

thereon twelve and a half chains, or thereabouts, south-east of the south-east end of the Bingley Tunnel, commencing at a point on that road and footpath five chains, or thereabouts, westward of that level crossing, and terminating at another point thereon five chains, or thereabouts, eastward of that level crossing. And when and so soon as the said alteration or deviation is completed and opened to the public, the Company may stop up and discontinue the said level crossing, and may appropriate to the purposes of their undertaking so much of the said road and footpath as lies between the boundaries of their property and will not be required for the purposes of the intended works :

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3. An alteration or deviation in the parish of Chesterfield, in the county of Derby, in the line and levels of the turnpike road leading from Chesterfield to Brimington, commencing at a point thereon twelve chains, or thereabouts, north of the Tupton toll-gate, and terminating at another point thereon twenty-eight chains, or thereabouts, north of the said toll-gate, measured along the said road. And when and so soon as the said alteration or deviation is completed and opened to the public, the Company may appropriate to the purposes of their undertaking so much of the existing turnpike road as lies between the points aforesaid :

4. An alteration or deviation in the parish of Whitwick, in the county of Leicester, in the line and levels of the public highway known as Mantel Lane, which crosses the Company's Leicester and Burton line on the level at Coalville, commencing at a point thereon four chains, or thereabouts, south of the said level crossing, and terminating at another point thereon five chains, or thereabouts, north of the same level crossing. And when and so soon as the said alteration or deviation is completed and opened to the public, the Company may stop up and discontinue the said level crossing, and may appropriate to the purposes of their undertaking so much of the existing public highway as lies between the boundaries of their property and will not be required for the purposes of the intended works :

In constructing the said alterations or deviations the Company may deviate to the extent of the limits of deviation marked on the deposited plans, and may deviate from the levels shown on the deposited sections to any extent not exceeding five feet, but not so as to increase the rate of inclination of the altered road as shown on those sections.

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Provision
for repair of
altered por-
tions of
roads.

21. The said alterations or deviations when completed shall be substituted for the portions of the existing roads by this Act authorised to be stopped up, and shall thenceforth have all the incidents, including the repair and maintenance thereof, which the said portions of road would have had if this Act had not been passed: Provided always, that if any question shall arise between the Company and the trustees or other authority having the management of the said roads as to the due completion of the alterations or deviations, such questions shall from time to time be determined by two justices on the application of either of the parties in difference, and after not less than seven days notice to both parties of the sitting of the justices for the purpose, and the certificate of the justices of the due completion of the alterations or deviations shall be conclusive evidence of the fact so certified.

Power to
acquire lands
for general
purposes.

22. Subject to the provisions of this Act, the Company, in addition to the other lands which they are by this Act authorised to acquire, may from time to time enter upon, take, use, and appropriate to the purposes of extending their stations, sidings, warehouses, engine sheds, workshops, coal yards, coal depôts, coal drops, and other works and conveniences for the accommodation of their traffic, or to other purposes connected with their undertaking, all or any of the lands and buildings following, delineated on the deposited plans thereof and described in the deposited books of reference relating thereto; (that is to say,)

Certain lands and houses in the township and parish of Rothwell, in the west riding of the county of York, lying partly on the west and partly on the east sides of and adjoining or near to the Company's line from Derby to Leeds, and lying between the Leeds and Wakefield turnpike road and the Leeds and Barnsdale turnpike road; and also certain other lands and houses situate partly in the said township and parish of Rothwell and partly in the township of Hunslet in the parish of Leeds, in the said west riding, lying partly on the west and partly on the east sides of and adjoining or near to the said line, and between Pepper Lane and the said Leeds and Wakefield turnpike road; and also certain other lands and houses in the said township of Hunslet, lying partly on the west and partly on the east sides of and adjoining or near to the said line and to the north of and near to Pepper Lane:

Certain lands and houses in the parish of Clapham, in the west riding of the county of York, lying on the north-east side of and adjoining the Company's line from Settle to Ingleton northward of and near to Green Close:

Certain lands and houses in the township of Holbeck, in the parish of Leeds, in the west riding of the county of York, lying on the north-east side of and adjoining the Company's line from Derby to Leeds, and between Sweet Street and Nineveh Lane : A.D. 1874.

Certain lands and houses in the township and parish of Bradford, in the west riding of the county of York, lying on the west side of and adjoining or near to the Company's station at Bradford, and between Salem Street and Kirkgate :

Certain lands and houses partly in the parish of Norton, in the county of Derby, and partly in the township of Nether-Hallam, in the parish of Sheffield, in the west riding of the county of York, lying on the east side of and adjoining the Company's Sheffield and Chesterfield line, and on the west side of and adjoining the Sheffield and Chesterfield turnpike road, and between the Company's Heeley Station and the bridge south of and nearest to that station which carries the said railway over the River Sheaf :

Certain lands and houses in the township of Kimberworth, in the parish of Rotherham, in the west riding of the county of York, lying on both sides of and adjoining to the Company's Sheffield and Rotherham branch, and north of the railway of the Manchester, Sheffield, and Lincolnshire Railway Company from Sheffield to Barnsley, and extending therefrom in a north-easterly direction for a distance of seventy-six chains, or thereabouts :

Certain lands and houses in the township of Long-Eaton, in the parish of Sawley, in the county of Derby, lying on the east side of and adjoining to the Company's Erewash Valley line, and between the Long-Eaton Station thereon and the River Erewash ; and also certain other lands and houses partly in the same township and parish and partly in the township of Toton, in the parish of Attenborough, in the county of Nottingham, lying on the east side of and adjoining to the same railway and contiguous or near to the last-mentioned lands ; but the Company shall not enter upon, take, use, or appropriate any lands or hereditaments in the said township of Toton and forming part of the estate of Richard Birkin, deceased, without the previous consent in writing of the owner for the time being of such lands and hereditaments :

Certain lands and houses in the township of Tapton, in the parish of Chesterfield, in the county of Derby, lying partly on the east side and partly on the west side of and adjoining or near

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to the Company's line from Derby to Leeds and on the north side of Dark Lane :

Certain lands and houses in the townships of Little Rowsley and Darley, in the parish of Darley, in the county of Derby, lying on the west side of and adjoining to the Company's Ambergate and Rowsley line, and extending for a distance of forty-five chains, or thereabouts, north, and for a distance of twenty-five chains, or thereabouts, south of Howe Brook :

Certain lands and houses in the township of Litchurch in the parish of Saint Peter, Derby, in the county of Derby, lying between London Road and the Company's main line Derby curve, and on the north-west side of and near to Deadman's Lane :

Certain lands and houses in the township of Wormhill, in the parish of Tideswell, in the county of Derby, lying on the south-west side of and adjoining to the Company's Rowsley and Buxton Extension line, and adjoining or near to the Peak Forest Station :

Certain lands and houses in the parish of Selston, in the county of Nottingham, lying on the north side of and adjoining to the Company's line from Pye Bridge to Mansfield, and between the public highway from Selston to Pinxton and the River Erewash :

Certain lands and houses in the township of Kirby-Muxloe, in the parish of Glenfield, in the county of Leicester, lying between the Company's Burton and Leicester line and the public highway leading from Kirby-Muxloe to Leicester, and on the north and south sides of and near to the Kirby-Muxloe Station :

Certain lands and houses in the township of Kirby-Muxloe, in the parish of Glenfield, in the county of Leicester, lying on both sides of and adjoining to the Company's Leicester and Swannington branch, and on both sides of the public highway leading from Ratby to Kirby-Muxloe, where the same crosses the said branch on the level at the Ratby Station :

Certain lands and houses in the township and parish of Glenfield, in the county of Leicester, lying on the east side of and adjoining to the public highway leading from Glenfield to Ansty, and on the north side of and adjoining to the Company's Leicester and Swannington line :

Certain lands and houses partly in the parish of Desford and partly in the parish of Ratby, both in the county of Leicester, lying on the south side of and adjoining to the Company's

Burton and Leicester line, and partly on the south-east and partly on the south-west sides of the public highway leading from Desford to Ratby :

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Certain lands and houses in the township of Bromkingsthorpe, in the parish of Saint Mary, Leicester, in the county of Leicester, lying partly on the west side and partly on the east side of and adjoining or near to the Company's Leicester and Swan-nington line, and north of or near to the West Bridge Station :

Certain lands and houses in the parish of Saint Mary, Newington, in the county of Surrey, bounded on the east by the Walworth Road, on the north by Hanover Street, on the south by Amelia Street, and on the west partly by the London, Chatham, and Dover Railway, and partly by an existing coal depôt of the Company.

23. Notwithstanding anything in this Act contained, the Company shall not, without the previous consent in writing under the common seal of the Manchester, Sheffield, and Lincolnshire Railway Company, take, use, enter upon, or interfere with the railways, works, lands, or property belonging to or in the possession (whether as owners or lessees) of that company.

Restraining interference with lands of Manchester, Sheffield, and Lincolnshire Railway Company.

24. Notwithstanding anything in this Act contained, the Company shall not enter upon, take, or use any portion of the land or hereditaments in the parish of Lenton, in the county of Nottingham, numbered 11 on the deposited plans, without the consent in writing of the Nottingham Gaslight and Coke Company under their common seal.

For protection of the Nottingham Gaslight and Coke Company.

25. The following provisions shall be observed for the protection of the borough of Bradford :

For protection of the borough of Bradford.

1. The Company shall pay to the mayor, aldermen, and burgesses of the borough of Bradford, in this enactment called "the corporation," the additional cost occasioned in the construction of a bridge over the Company's railways authorised by section 10 of the Bradford Improvement Act, 1873, by reason or in consequence of anything done by the Company, beyond the cost of constructing such bridge over the existing works of the Company. The amount of such additional cost shall be certified by the engineer of the corporation for the time being, and if the Company be dissatisfied therewith the matter shall be dealt with in the same manner as is in this section herein-after provided with reference to differences arising as to plans and sections :

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2. The Company shall make, complete, and maintain a footway bridge and approaches between the points marked A and B on a plan signed in duplicate by the respective engineers of the Company and corporation. Such bridge and approaches shall be of the clear width of twelve feet. On completion and dedication to the public of such bridge and approaches the present footpath which passes under the Company's railways and works by means of a tunnel shall be stopped up:
3. The said tunnel shall be retained by the corporation, so far as they may require the same for the purposes of their sewers, water and gas pipes; and the corporation shall be at liberty at their own expense to extend such tunnel under any new works of the Company, and to use the same for the purposes aforesaid, or any of them:
4. The Company shall, in exercising the powers of this Act, leave open and unbuilt upon, and shall dedicate to the public, the whole or such portion as they shall acquire of the lands shown upon the aforesaid plan, and coloured red thereon, for enabling the corporation at their own expense to make the following street improvements; (namely,) to make Cheapside of a clear minimum width of twenty yards in a straight line from Kirkgate to School Street; to make Kirkgate of a clear minimum width of fifteen yards from Cheapside to Well Street; to continue such improvement in a straight line from the point last aforesaid along the front of the Company's present station and premises to Canal Road; to widen Canal Road from the last-mentioned point along the front of the Company's premises in Canal Road, as shown on the said plan, and to make School Street of the clear minimum width of ten yards from Cheapside to the railway bridge. On the dedication of such lands, or any of them, to the public, the corporation shall complete the surface improvements of the said streets or any of them as aforesaid, and thereafter maintain the same:
5. In order to provide proper space for the Company's traffic the Company shall set back any new buildings which they may erect fronting Kirkgate to the building line of the front of the present railway station of the Company at Kirkgate:
6. In order to enable the Company to lay down additional lines of railway across School Street and otherwise improve their works, the Company may take down and rebuild the bridge on which such street is carried across their railways. On

such rebuilding the Company shall make, form, and complete proper approaches to such bridge, such bridge and approaches to be of the clear minimum width of ten yards. The Company shall thereafter maintain the structure of the bridge and approaches, and the corporation shall maintain the street surface thereof :

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7. The costs, charges, and expenses of and incident to the purchase of any land required for forming the approaches to the last-mentioned bridge from the Valley Road, other than land already in the possession of the Company, and also of any land required for the necessary alteration of streets consequent upon the making of such new bridge and approaches, shall be borne by the Company and the corporation in the following proportions, (namely,) the Company shall bear two thirds and the corporation shall bear one third thereof :
8. Sections 18 to 23 inclusive of the Railways Clauses Consolidation Act, 1845, shall apply to all sewers, watercourses, water pipes, and gas pipes of the corporation. Whenever in those sections the word "company" or "society" is used the same shall, for all the purposes of this Act, be held to extend to and include the corporation, and the word "railway" shall apply to and include any works which may be executed by the Company upon lands in the borough of Bradford acquired by them under the authority of this Act. Whenever the sewers, mains, or pipes of the corporation shall be severed or interfered with by any such works, and whenever, by reason of such works, it is necessary for maintaining the supply of gas or water to lay additional mains or pipes, such additional mains or pipes shall, previously to the severance or interference, be laid by the corporation at the expense of the Company :
9. The lamp-posts, flags, paving stones, gas and water pipes, and other materials in any street which may be stopped up or otherwise interfered with by the Company under the powers of this Act shall be the property of the corporation, and shall be removed by them :
10. All the aforesaid works to be executed by the Company, so far as they relate to bridges and approaches, streets, sewers, gas and water pipes, and any extension of the tunnel as above mentioned by the corporation, shall be in accordance with plans and sections to be agreed on between the engineers of the Company and of the corporation for the time being, and shall be completed to the satisfaction of the engineer of the

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corporation ; and in the event of the said engineers differing in opinion, the matter with respect to which they differ shall be referred to and executed according to the direction of an umpire appointed by them, and failing agreement as to such appointment, by an engineer to be appointed on the application of the corporation or the Company by the President of the Institution of Civil Engineers. The costs of such application and the proceedings thereupon shall be in the discretion of the umpire.

Period for compulsory purchase of lands.

26. The powers granted by this Act for the compulsory purchase of lands and buildings shall not be exercised after the expiration of three years from the passing of this Act.

Notice to be given of taking houses of labouring classes.

27. The Company shall, not less than eight weeks before they take in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers, make known their intention to take the same by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses ; and the Company shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that they have so made known their intention.

Owners may be required to sell parts only of certain lands and buildings.

28. And whereas in the construction of the railways and works by this Act authorised it may happen that portions only of the lands, buildings, or manufactories shown on the deposited plans will be sufficient for the purposes of the same, and that such portions may be severed from the remainder of the said properties without material detriment thereto : Therefore, notwithstanding section ninety-two of the Lands Clauses Consolidation Act, 1845, the owners of and persons interested in the lands, buildings, or manufactories described in the schedule to this Act, and whereof parts only are required for the purposes of this Act, may, if such portions can be severed from the remainder of the said properties without material detriment thereto, be required to sell and convey to the Company the portions only of the premises so required, without the Company being obliged or compellable to purchase the whole or any greater portion thereof, the Company paying for the portions required by them, and making compensation for any damage sustained by the owners thereof by severance or otherwise.

Power to stop up portion of street and a foot-path.

29. The Company may exercise the following powers ; (that is to say,)

They may stop up and discontinue as a public highway and appropriate to the purposes of their undertaking the under-

mentioned portion of the street in the township of Litchurch, in the parish of Saint Peter, Derby, in the county of Derby, called Nelson Street, (that is to say,) so much thereof as extends from its junction with Station Street to its junction with Peel Street;

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They may stop up and discontinue as a public highway the footpath in the township of Brightside-Bierlow, in the parish of Sheffield, in the west riding of the county of York, which leads from Brightside Lane to Grimesthorpe and passes under the Company's Sheffield and Rotherham Railway at a point thereon fifteen chains, or thereabouts, north-east of the junction between that railway and the Company's Chesterfield and Sheffield line.

30. All rights of way over and along the several roads, footpaths, streets, or other highways or portions thereof which may under the provisions of this Act be stopped up and discontinued, and over any of the lands which may under those provisions be purchased or acquired, shall be and the same are hereby extinguished.

Extinguishment of rights of way, &c.

31. On the passing of this Act the Wolverhampton Company shall be and the same is hereby dissolved, and all the rights, powers, privileges, and authorities which by the Wolverhampton Acts of 1872 and 1873 are conferred upon the Wolverhampton Company are by this Act transferred to and vested in the Company, who may in their own name and under their own seal or under the hands of their directors, secretary, officers, and servants, exercise all those rights, powers, privileges, and authorities (except only the powers of raising money, which powers are by this Act repealed) as fully and effectually in all respects as the Wolverhampton Company might have exercised the same if this Act had not been passed.

Dissolution of Wolverhampton Company and transfer of powers to Company.

The dissolution, transfer, and vesting aforesaid shall be deemed an amalgamation within the meaning of Part V. (relating to amalgamation) of the Railways Clauses Act, 1863.

32. The Company may raise moneys not exceeding the sum of two hundred and seventy thousand pounds (being the amount of the share capital authorised to be raised by the Wolverhampton Acts of 1872 and 1873) by the creation and issue of new shares in their own undertaking, and the Company may create and issue such shares either wholly or partially as ordinary or wholly or partially as preferential shares, as they may think fit, and the Company may borrow on mortgage of their undertaking any moneys not exceeding eighty-nine thousand nine hundred pounds (being the amount

Company may raise capital of Wolverhampton Company.

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A.D. 1874. — which by the Wolverhampton Acts of 1872 and 1873 the Wolverhampton Company were authorised to borrow), and the provisions herein-after contained with respect to the raising of money by shares and by borrowing shall apply to the money raised by the Company under the authority of this enactment.

Penalty on Company if Wolverhampton Railways not completed.

33. If the railways which by the Wolverhampton Acts of 1872 and 1873 the Wolverhampton Company were authorised to construct are not completed and opened for public traffic within the time limited by those Acts, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the periods so limited until the said railways are completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the works, and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act, or by the Solicitor of Her Majesty's Treasury, and in the same manner as the penalty provided in section three of the Railway and Canal Traffic Act, 1854, and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name and with the privity of Her Majesty's Paymaster-General on behalf of the Court of Chancery in England in the bank and to the credit specified in such warrant or order, and shall not be paid thereout except as herein-after provided; but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening the railway by unforeseen accident or circumstances beyond their control; provided that the want of sufficient funds shall not be deemed a circumstance beyond their control.

Providing for application of such penalty.

34. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railways authorised by the Wolverhampton Acts of 1872 and 1873, or either of them, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Wolverhampton Company by those Acts, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such com-

compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit ; and if no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty and accordingly be paid to or for the account of Her Majesty's Exchequer in such manner as the Court of Chancery in England thinks fit to order on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the Court, if the Company is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid to such receiver or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

A.D. 1874.

35. In consideration of the liability of the Company to the penalties by this Act provided, sections fifty-two and fifty-three of the Wolverhampton Act of 1872 and sections twelve and thirteen of the Wolverhampton Act of 1873 respectively (relative to the deposit) are hereby repealed ; and the Court of Chancery shall at any time after the passing of this Act, but without requiring the production of a certificate of the passing of the Wolverhampton Acts of 1872 and 1873, or either of them, order (according to the provisions of the Public General Act of the session of the ninth and tenth years of Her Majesty's reign, chapter twenty) the payment or transfer by Her Majesty's Paymaster-General on behalf of the Court of Chancery to the Wolverhampton Company, or to such person or persons as they may approve, of the sum of thirteen thousand four hundred and eighty pounds new three pounds per centum Bank annuities standing in his name in trust in the matter of an account entitled *Ex parte* the Undertaking of the Wolverhampton, Walsall, and Midland Junction Railway Bill, and any interest or dividend payable thereon, and of the sum of seven hundred and thirty-six pounds sterling standing in his name in trust in the matter of an account entitled *Ex parte* the Undertaking of the Wolverhampton, Walsall, and Midland Junction Railway Act, 1873, and such sums of money shall not be deemed to be transferred to the Company by this Act.

Release of
Wolver-
hampton
Company's
deposit.

36. The directors of the Wolverhampton Company who are in office at the passing of this Act, and the survivors or survivor of

Directors of
Wolver-
hampton

[Ch. clx.] *The Midland Railway (Additional Powers) Act, 1874.* [37 & 38 VICT.]

A.D. 1874.

Company to wind up affairs.

them, may, notwithstanding the dissolution of that company, continue to act, and may take any proceedings necessary or proper for winding up the affairs of that company and distributing the assets thereof (if any).

Power to Company to issue their own mortgages, &c. in lieu of mortgages, &c. of certain other companies.

37. The Company, with the previous consent in writing of the under-mentioned companies respectively under their common seals; (that is to say,)

The North-western Railway Company;

The Redditch Railway Company;

The Stonehouse and Nailsworth Railway Company;

The Bedford and Northampton Railway Company;

The Kettering, Thrapstone, and Huntingdon Railway Company;

The Midland and South-western Junction Railway Company;

The Peterborough, Wisbeach, and Sutton Railway Company;

The Tottenham and Hampstead Junction Railway Company;

may from time to time grant and issue in their own name and under their seal, and upon the security of their own undertaking, mortgages, bonds, debentures, or debenture stock in renewal of or in exchange, substitution, or satisfaction for mortgages, bonds, debentures, or debenture stock of such other company so consenting as aforesaid:

Provided always, that the amount so raised by the Company shall not, together with any sums of money owing on mortgage or debenture or raised by the creation of debenture stock by the other companies respectively, at any time exceed the sums which those other companies are respectively authorised to borrow:

Provided also, that during the exercise by the Company of the powers by this enactment conferred upon them, it shall not be lawful for the other company in respect of whom those powers are exercised to exercise the power of borrowing conferred upon them by any of the Acts relating to them respectively:

Provided further, that any mortgages or debentures already granted by any of the other companies, and the power of re-borrowing the money secured thereby, shall not be prejudiced or affected by anything done under the authority of this present enactment.

Power to Company to raise additional money by creation of shares.

38. The Company, in addition to the other moneys which they are by this Act authorised to raise by the creation of shares, may from time to time raise by the creation and issue of new shares such sums of money as they shall think necessary, not exceeding one million six hundred and five thousand pounds, exclusive of the

moneys which they are or may be authorised to raise by any other Act or Acts of Parliament; and the Company may create and issue such shares either wholly or partially as ordinary or wholly or partially as preferential shares, as they may think fit. A.D. 1874.
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39. The Company shall not issue any new share created under the authority of this Act, nor shall any such share vest in the person accepting the same, unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof. Shares not to issue until one fifth part paid up.

40. Subject to the provisions of any Act already passed by which the Company are authorised to raise capital by new shares, and to the provisions of this Act and any other Act passed in the present session, whether before or after the passing of this Act, by which the Company may be authorised to raise capital by new shares, the Company may, if they think fit, raise by the creation and issue of new shares of one and the same class all or any part of the aggregate capital which they are by such other Acts and this Act respectively authorised to raise by means of new shares. New shares raised under this Act and any other Acts of past or present sessions may be of same class.

41. If at the time of the creation of new shares under this Act the then existing ordinary consolidated stock in the Company be at a premium, or of greater actual value (according to the market price thereof in the city of London) than the nominal value thereof, such new shares shall be of such amounts (not other than an integral number of pounds sterling per share) as will allow the same to be conveniently apportioned among the then holders of all shares or stock in the Company (other than and except shares or stock to which any guaranteed or preferential dividend of a fixed amount without further participation in the profits of the Company shall have been assigned) in proportion to the number of shares or amount of stock held by them respectively, and such new shares may be either of one class or of different classes, and the directors of the Company may from time to time (but subject to the provisions of this Act) fix the amounts and times of payment of the calls on the new shares created under the powers of this Act, and every holder of shares or stock in the Company at the time of such creation as aforesaid (other than and except as aforesaid) shall in such proportion as aforesaid be entitled to an allotment of the new shares according to the provisions of this Act, and no holder of any shares or stock entitled to a fixed amount of dividend without further participation in the profits of the Company shall be entitled to any apportionment of any such new shares. As to amount and issue of new shares.

[Ch. clx.] *The Midland Railway (Additional Powers) Act, 1874.* [37 & 38 VICT.]

A.D. 1874.
Votes in
respect of
new shares.

42. The Company may from time to time, if they think fit, attach to all or any new shares, or any class of new shares, created under the powers of this Act, any total or partial, permanent or temporary restrictions of the rights of voting and other qualifications of the holders thereof.

Shares of
same class to
have like
privileges.

43. All new shares of the same class created under this Act shall confer like privileges and shall bear like dividends or interest, and be subject to like restrictions, if any.

Vesting of
new shares.

44. Subject to the provisions of this Act all new shares created under this Act shall vest in and belong to such of the then shareholders as shall accept the same and pay the first instalment thereon to the amount and at the time which shall be fixed by the directors and specified in the letter offering the new shares.

Shares not
accepted may
be disposed
of by Com-
pany.

45. If any shareholder for one month after such offer of new shares fail to accept the same and pay the first instalment called for in respect thereof, the Company may authorise the directors to dispose of the same in such manner as they may deem most for the advantage of the Company.

Qualifica-
tions of new
shares.

46. Except as by or under the powers of this Act otherwise provided, all new shares issued under the powers of this Act shall, in proportion to the aggregate amount from time to time paid up on the new shares held by the same person at the same time, entitle the respective holders thereof to the same dividends and profits and confer on them the like qualifications and the like rights of voting as the like amount paid up on existing shares or stock of the Company (other than and except as aforesaid): Provided always, that, unless otherwise determined by the meeting sanctioning the new shares, no person shall be entitled to vote in respect of any of the new shares to which a fixed or preferential dividend or other special advantage shall be assigned.

Saving
rights of
existing
preference
shareholders.

47. This Act or anything therein contained shall not prejudice or affect any preference or priority in the payment of interest or dividend on any other shares or stock which shall have been granted by the Company in pursuance of or which may have been confirmed by any previous Act of Parliament, or which may otherwise be lawfully subsisting, or any dividend on any Midland Railway debenture stock.

Power to
borrow.

48. The Company may, in respect of the additional capital of one million six hundred and five thousand pounds which they are by this Act authorised to raise, from time to time borrow on mortgage for the purposes of this Act any sum not exceeding in the

whole five hundred and thirty-five thousand pounds, but no part thereof shall be borrowed until shares for the whole of the sum by this Act authorised to be raised by shares shall have been issued and accepted and one half of such sum shall have been paid up, and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act, 1845, before he so certifies, that shares for all the capital which the Company are by this Act authorised to raise by shares have been issued and accepted, and that one half of such capital has been paid up, and that not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such shares were issued bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, successors, or assigns, and that such persons or corporations, or their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid in reference to such capital has been given, which certificate shall be sufficient evidence thereof. A.D. 1874.

49. Every provision in any Act passed before the present session of Parliament whereby the Company is authorised to raise by borrowing money for the purposes of their undertaking with respect to the appointment of a receiver for enforcing payment by the Company of arrears of interest or principal, or principal and interest, shall be and the same is hereby repealed, but without prejudice to any appointment which may have been made or to the continuance of any proceedings which may have been commenced prior to the passing of this Act under any such provision. Repealing provisions of former Acts with respect to appointment of a receiver.

50. The mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver; and in order to authorise the appointment of a receiver in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole. Arrears may be enforced by appointment of a receiver.

51. The Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863; but, notwithstanding anything therein contained, the interest of all debenture stock at any time after the passing of this Act created and issued by the Company shall rank *pari passu* with the interest Power to create debenture stock.

A.D. 1874.

of all mortgages at any time after the passing of this Act granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Existing mortgages to have priority.

52. All mortgages and bonds granted by the Company in pursuance of the powers of any Act of Parliament passed before the passing of this Act, and which shall be subsisting at the time of the passing thereof, shall, during the continuance of such mortgages and bonds, have priority over any mortgages to be granted by virtue of this Act; but nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Application of moneys.

53. All moneys raised under this Act, whether by shares, debenture stock, or borrowing, shall be applied to the purposes of this Act and to the general purposes of the undertaking of the Company, and to no other purpose.

Company may apply corporate funds.

54. The Company may from time to time apply for or towards all or any of the purposes of this Act any sums of money which they have already raised or are authorised to raise by any of their Acts, and which are not required for the purposes to which they are by those Acts made specially applicable.

Providing for consolidation of capital stocks.

55. Whereas by virtue of several Acts of Parliament the Company have created capital stock (which expression in this section excludes debenture stock and includes shares), and have attached to certain portions or classes of that capital stock guaranteed or preferential dividends of various amounts and conditions and contingencies of various descriptions, and the Company have also, by way of consideration for the purchase or acquisition of the undertakings of other companies, created other stocks in their own undertaking, or have guaranteed or undertaken the payment of interest or dividends upon or rentcharges in respect of the capital stock of those other companies, and it would be convenient to the holders of the several stocks above referred to and to the Company if the same were consolidated in the manner and subject to the conditions and restrictions herein-after prescribed, and it is expedient that provision should be made accordingly :

Therefore—

Directors to prepare scheme.

1. The directors of the Company may at any time not later than the thirty-first day of December one thousand eight hundred and seventy-six prepare a scheme or schemes for the consolidation of all the stocks above referred to or of such of them as they desire to consolidate, and for the conversion of those stocks into other stocks of such names and

of such amounts and with such guaranteed preferential or ordinary dividends and such other privileges and conditions attached thereto as the scheme shall define : A.D. 1874.

2. They shall send a copy of the scheme to all the proprietors of the stocks to which the scheme relates, accompanied by a notice that the scheme will be submitted to the consideration of a meeting of the proprietors of those stocks : Scheme to be circulated.
3. Not sooner than one month nor later than two months after the circulation of the scheme the directors shall convene separate meetings of the proprietors of the several stocks to which the scheme relates or which may be affected thereby, and the directors shall submit to each of such meetings such portion or portions of the scheme as relate to or affect the stock represented at that meeting : Meetings of proprietors to consider scheme.

If the proprietors present in person or by proxy at any such meeting, and holding one fourth in value of any stock to which the scheme relates, object to that portion of such scheme which relates to the stock of which they are proprietors, the scheme, so far as it relates to that stock, shall not be carried into effect, but in respect of the other stocks, and in respect of all the stocks to which the scheme relates, if no such objection is made, the scheme shall be declared to be approved :
4. Every meeting convened under the provisions of this section shall be convened in the manner prescribed by the Act, local and personal, 7 & 8 Vict. cap. 18, entitled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," for calling general meetings of the Company : Meetings, how to be convened.
5. The scheme so approved shall be submitted by the directors to a general meeting of the proprietors of the Company duly convened with special notice of the matter. If the scheme or any portion or portions thereof is or are approved by a majority of the votes of the proprietors present in person or by proxy in respect of the stock held by them, according to the scale of voting prescribed by the said Act of 7 & 8 Vict. cap. 18, it shall be carried into effect by the directors, but if the whole or any portion thereof is disapproved of by such majority the scheme or the portion or portions thereof so disapproved of shall not be proceeded with : Confirmation of scheme.
6. In the event of the failure from any cause, either wholly or in part, of any scheme or schemes prepared by the directors under Providing for future schemes.

A.D. 1874.

this section, other than and except the disapproval thereof by the proprietors of the Company, the directors may prepare another scheme or other schemes, which shall be dealt with in like manner under the foregoing provisions as if no antecedent scheme or schemes had been prepared :

Providing
for execution
of scheme.

7. For the purpose of carrying any scheme so approved of into effect, the directors shall have and may exercise the following powers :

(a.) They may redeem existing stocks to which a power of redemption is attached by paying to the holders thereof the amount of such stocks, together with any premiums reserved thereon :

(b.) They may, in lieu of the stocks so redeemed and for the other purposes of the scheme, create and issue new stocks ; and such new stocks may be rentcharge stock, guaranteed stock, preference stock, and ordinary stock, or any of such stocks, and of such amounts respectively, and with such dividends and other provisions and conditions attached thereto as may be required to give effect to the scheme :

Provided always, that the aggregate amount of the dividends payable upon the new rentcharge stock, guaranteed stock, and preference stock so created shall not exceed the aggregate amount of the dividends payable upon the stocks in substitution for or in respect of which those new stocks are so created :

Provided also, that the directors shall not issue any new rentcharge stock except in redemption of or in substitution for rentcharges or other payments by way of or of the character of rent ; nor shall they issue any new guaranteed stock except in redemption of or substitution for guaranteed stock or shares or other dividends, interest, or payments having or being entitled to a guarantee of the like character and priority :

(c.) Forthwith upon the consolidation taking effect they shall issue to every holder of the stocks so consolidated, free of charge for so doing, a certificate for and representing such an amount of new stock as such holder is entitled to :

Provided always, that until the issue of such new certificates the existing certificates and the holders thereof shall bear and possess the same rights and

advantages as they would have had and possessed if this Act had not passed; but when such new certificates are issued, the existing certificates shall be deemed to be cancelled:

A.D. 1874.

Provided also, that the Company shall not be required to issue any new certificate unless and until the existing certificate in substitution for which it is issued is given up to be cancelled, or is proved to the satisfaction of the Company to have been lost or destroyed.

56. The consolidated stock shall remain and be vested in the person or persons to whom it is issued upon the same trusts and subject to the same powers, provisoes, declarations, agreements, charges, liabilities, and incumbrances as at the time of the issue thereof affect the stock in substitution for which the consolidated stock is issued, and so as to give effect to and not revoke any testamentary disposition of or affecting the same.

Consolidated stock to be held on same trusts, &c.

57. Any capital which the Company may have power to raise in shares or stock by virtue of this Act, or of any other Act passed in the present session of Parliament, may be comprised in any scheme for the consolidation of stock.

New capital may be comprised in the scheme.

58. Whereas the Company have created and issued debenture stock of different classes and bearing different rates of interest or dividend, and it would be convenient to the public and to the Company if those different classes of debenture stock were consolidated:

Providing for consolidation of debenture stocks.

Therefore, as from the thirty-first day of December one thousand eight hundred and seventy-four, all the then existing debenture stock in the undertaking of the Company is by this Act consolidated into debenture stock (to be called "Midland Railway Debenture Stock") of one class, and bearing an uniform rate of interest of four per centum per annum:

Provided always, that such consolidation shall not take effect unless the Company shall have, previous to the said thirty-first day of December one thousand eight hundred and seventy-four, created and registered in the name of each holder of their debenture stock such a nominal amount of Midland Railway debenture stock as will yield an amount of interest or dividend thereon equal to the amount of interest or dividend yielded by the existing debenture stock in lieu of which the Midland Railway debenture stock is so issued, and they may create and issue Midland Railway debenture stock accordingly:

A.D. 1874.

Forthwith upon the consolidation taking effect the Company shall issue to every holder of their debenture stock, free of charge for so doing, a certificate for and representing such an amount of Midland Railway debenture stock as such holder is entitled to under the foregoing provision :

Provided always, that until the issue of such new certificates the existing certificates of debenture stock, and the holders thereof, shall bear and possess the same rights and advantages as they would have had and possessed if this Act had not passed ; but when such new certificates are issued the existing certificates shall be deemed to be cancelled :

Provided also, that the Company shall not be required to issue any new certificate unless and until the existing certificate in substitution for which it is issued is given up to be cancelled, or is proved to the satisfaction of the Company to have been lost or destroyed.

The Midland Railway debenture stock shall remain and be vested in the person or persons to whom it is issued upon the same trusts and subject to the same powers, provisoes, declarations, agreements, charges, liabilities, and incumbrances as at the time of the issue thereof affect the debenture stock in substitution for which the Midland Railway debenture stock is issued, and so as to give effect to and not revoke any testamentary disposition of or affecting the same.

Trustees,
&c. may
accept con-
solidated
stock.

59. Trustees, executors, and administrators may accept any consolidated capital stock or (as the case may be) any Midland Railway debenture stock created and issued under the authority of this Act, in substitution for any other capital stock or shares, or (as the case may be) debenture stock consolidated under the authority of this Act, and may hold, dispose of, or otherwise deal with the same in all respects as they might have held, disposed of, or otherwise dealt with the stock or shares for which such consolidated stock was substituted.

Interest not
to be paid on
calls paid up.

60. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him ; but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act, 1845.

Deposits for
future Bills
not to be

61. The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum which, by any

standing order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway, or to execute any other work or undertaking. A.D. 1874.
paid out of capital.

62. Nothing in this Act contained shall exempt the Company or the railways from the provisions of any general Act relating to railways, or the better and more impartial audit of the accounts of railway companies, now in force or which may hereafter pass during this or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the maximum rates of fares and charges, or of the rates for small parcels, authorised to be taken by the Company. Company or railways not exempt from provisions of present and future general Acts.

63. All costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company. Expenses of Act.

The SCHEDULE referred to in the foregoing Act.

Describing Lands, Buildings, and Manufactories of which portions only are required.

Parish.	Numbers on deposited Plans.
Burton-upon-Trent - - -	4A, 12, 186, 187A, 188, 268, 275, and 324.