

[60 & 61 VICT.] *Dublin, Wicklow, and Wexford* [Ch. cxxiii.]
Railway (Shillelagh Extension, &c.) Act, 1897.



CHAPTER cxxiii.

An Act to enable the Dublin Wicklow and Wexford Railway Company to construct New Railways Widenings and other Works to confer further Powers with reference to the General Undertaking of the Company and with reference to the Separate Undertaking of the City of Dublin Junction Railways and for other purposes.

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[15th July 1897.]

WHEREAS the making of the railways herein-after described would be of local and public advantage and it is expedient that the Dublin Wicklow and Wexford Railway Company (in this Act called "the Company") should be empowered to make the said railways :

And whereas it is expedient that the Company should also be empowered to divert and to widen portions of their railway and of the railways of the separate undertaking of the City of Dublin Junction Railways and to stop up certain roads and to execute the other works and to exercise the powers in this Act respectively mentioned and to acquire for the purposes of the works by this Act authorised and for the purposes of their general undertaking the lands in this Act also mentioned :

And whereas it is expedient to authorise the Company to raise additional capital and to apply their funds for the purposes of this Act and for the general purposes of their undertaking :

And whereas by the Dublin Wicklow and Wexford Railway and City of Dublin Junction Railways Act 1894 the Company were authorised to raise the sum of twenty-five thousand pounds by the creation of debenture stock secured on the separate undertaking of the City of Dublin Junction Railways and no part of such sum has been issued and it is expedient to enable the Company to increase the sum authorised to be raised :

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And whereas it is expedient to extend the period for the sale and disposition of superfluous lands belonging to the Company :

And whereas it is expedient that the Company should be authorised subject to the provisions of this Act to pay interest upon the amount paid up from time to time in respect of shares or stock raised for the purposes of Railways Nos. 1 and 2 as by this Act provided :

And whereas an estimate has been prepared on behalf of the Company of the amount which will be required for the purpose of payment of interest and such estimate amounts to eleven thousand pounds :

And whereas it is expedient that the other provisions herein-after contained should be made :

And whereas plans and sections showing the respective lines and levels of the railways widenings and other works by this Act authorised and plans of the lands by this Act authorised to be acquired and appropriated and also books of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act were duly deposited with the clerk of the peace of the county of Dublin the clerk of the peace of the county of the city of Dublin the clerk of the peace of the county of Wicklow the clerk of the peace of the county of Wexford and the clerk of the peace of the county of Carlow and are herein-after respectively referred to as the deposited plans sections and books of reference :

And whereas the purposes 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 as the Dublin Wicklow and Wexford Railway (Shillelagh Extension &c.) Act 1897.

Incorporation of Acts.

2. The Lands Clauses Acts the Railways Clauses Consolidation Act 1845 and Part I. (relating to the construction of a railway) of the Railways Clauses Act 1863 are subject to the provisions of and except where varied by or inconsistent with this Act incorporated with and form part of this Act.

Incorporation of certain provisions of

3. The clauses and provisions of the Companies Clauses Consolidation Act 1845 with respect to the following matters namely :—

The distribution of the capital of the Company into shares ;

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The transfer or transmission of shares ;
 The payment of subscriptions and the means of enforcing payment of calls ;
 The forfeiture of shares for non-payment of calls ;
 The remedies of creditors of the Company against the shareholders ;
 The borrowing of money ;
 The conversion of the borrowed money into capital ;
 The consolidation of shares into stock ;
 The general meetings of the Company and the exercise of the right of voting by the shareholders ;
 The making of dividends ;
 The giving of notices ;
 The provision to be made for affording access to the special Act by all parties interested ;

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 —
 Companies
 Clauses Acts.

and also 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 as amended by any subsequent Act are incorporated with this Act and shall subject to the provisions of this Act and except where expressly varied by or inconsistent with this Act extend and apply to the Company and to the additional capital hereby authorised to be raised by shares or by stock or by borrowing for the purposes of the general undertaking and of the separate undertaking of the City of Dublin Junction Railways and the proprietors thereof respectively.

4. 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 And in this Act unless otherwise explained or unless the context otherwise requires—

Interpreta-
 tion.

The expression “the general undertaking” means the general undertaking of the Dublin Wicklow and Wexford Railway Company other than the separate undertaking of the City of Dublin Junction Railways or any other separate undertaking of the Company ;

The expressions “the separate undertaking” or “the City of Dublin Junction Railways” mean the separate undertaking of the City of Dublin Junction Railways.

5. With reference to this Act all the provisions of sections seven eight and nine of the Railways Clauses Consolidation Act 1845 shall be read and construed as if the expression “clerks of the

As to deposit
 of plans with
 clerks of
 unions.

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A.D. 1897. — “ unions within which such parishes are included in Ireland ” or the words “ clerks of the unions ” (as the case may be) had been used and inserted in such sections in lieu of the expression “ the “ postmasters of the post towns in or nearest to such parishes in “ Ireland ” or in lieu of the word “ postmasters ” (as the case may be).

Power to
make rail-
ways &c.

6. 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 the railways widenings and works herein-after described with all proper stations sidings approaches junctions bridges roads works and conveniences connected therewith respectively and may enter upon take and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for the purposes thereof or in connexion therewith The railways widenings and works herein-before referred to and authorised by this Act are—

(A) To form part of the general undertaking of the Company :—

- (1) A railway No. 1 (herein-after called “ Railway No. 1 ”) eleven miles one furlong and thirty-three yards in length or thereabouts commencing by a junction with the termination of the Woodenbridge and Shillelagh branch of the Company’s railway at their Shillelagh station and terminating in the townland of Ballinapark parish of Kilrush and county of Wexford at a point adjoining the northern fence of the public road leading from Newtownbarry to Carnew :
- (2) A railway No. 2 (herein-after called “ Railway No. 2 ”) nine miles and three furlongs in length or thereabouts commencing by a junction with the termination of Railway No. 1 and terminating by a junction with the Dublin Wicklow and Wexford Railway in the townland of Killabeg parish of Clone and county of Wexford :
- (3) A railway No. 3 (herein-after called “ Railway No. 3 ”) three furlongs and sixty yards in length or thereabouts commencing in the townland of Mackmine parish of Clonmore and county of Wexford by a junction with the main line of the Company and terminating in the townland of Mackmine parish of Clonmore and county of Wexford by a junction with the Mackmine Ballywilliam and New Ross branch of the Company’s railway :
- (4) A railway No. 4 (herein-after called “ Railway No. 4 ”) five furlongs and one hundred and sixty-one yards in length or thereabouts being a diversion of the Kingstown

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and Bray branch of the Company's railway commencing : A.D. 1897.
in the townland of Shanganagh parish of Rathmichael and
county of Dublin and terminating in the said townland
parish and county at a point in the said branch railway
distant five hundred and seventeen yards or thereabouts
from the face of the northern abutment of the bridge
carrying the said branch railway over Cawbawn Lane
public road :

(5) A railway No. 5 (herein-after called " Railway No. 5 ")
one mile two furlongs and one hundred and twenty-three
yards in length or thereabouts being a diversion of the
Company's main line commencing in the townland of
Rathdown Upper parish of Delgany and county of
Wicklow and terminating in the townland of Rathdown
Lower parish of Delgany and county of Wicklow at a
point in the said main line distant forty-two yards or
thereabouts from the face of the north abutment of the
first under-bridge north of Greystones carrying the railway
over the public road :

(6) A widening of a portion of the Company's main line on
its western side in the parish of Saint Peter's and in the
city and county of the city of Dublin between the following
two points (a) a point distant one hundred and eight yards
or thereabouts from the centre of the larger turntable
at the northern end of the passenger platform at their
Harcourt Street terminus and (b) a second point distant
four hundred and forty yards or thereabouts from the
centre of the said turntable.

(B) To form part of the separate undertaking of the City of
Dublin Junction Railways:—

(7) A widening of portion of Railways Nos. 1 and 2 of the
City of Dublin Junction Railways situate in the parish of
Saint Thomas and city and county of the city of Dublin
between a point distant thirty-three yards or thereabouts
measured in a south-westerly direction along the said
Railway No. 2 from the northernmost end of the island
platform at Amiens Street Junction Station and a point
on Railway No. 2 last aforesaid distant ninety-two yards
or thereabouts measured along the said Railway No. 2 in
a southerly direction from the centre of the lift bridge
carrying the lines of rails of the Midland Great Western
Railway of Ireland Company over the Royal Canal at
Spencer Dock and along the west side of the Spencer Dock.

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Parts of
existing rail-
way may be
abandoned.

7. So soon as the diversion Railways Nos. 4 and 5 by this Act authorised shall be completed and opened for public conveyance of passengers the Company may abandon and relinquish so much of their existing line of railway as is situated between the respective commencements and terminations of the said diversion railways respectively.

Power to
stop up cer-
tain roads in
connexion
with widen-
ings of rail-
ways.

8. The Company may in connexion with the said widening of their main line in the parish of St. Peter's in the city and county of the city of Dublin stop up and discontinue for public traffic so much of that part of Harcourt Lane numbered 21 on the deposited plans in the parish of St. Peter's aforesaid leading from Adelaide Road in the said parish as runs at right angles to the remainder of the said lane and terminates at the retaining wall of the Company's railway and they may also in connexion with the said widening of portion of Railways Nos. 1 and 2 of the City of Dublin Junction Railways in the parish of St. Thomas in the city and county of the city of Dublin stop up and discontinue for public traffic portions of Seville Lane and Aldborough Court numbered 12 and 22 respectively on the deposited plans in the parish of St. Thomas aforesaid and upon the stopping up and discontinuance for traffic of the said portions of lanes and courts respectively the sites and soil thereof respectively shall be by this Act vested in the Company so far as they are the owners of the adjoining lands on both sides thereof free from all public and other rights of way or passage or other rights in over or affecting the same but subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near the same.

For the pro-
tection of the
Corporation
of Dublin.

9. For the protection of the lord mayor aldermen and citizens of the city of Dublin (in this section called "the corporation") the following provisions notwithstanding anything in this Act contained shall unless otherwise agreed in writing between the corporation and the Company have effect (that is to say) :—

- (1) The Company shall erect maintain and light and keep lighted at their own expense during the same hours that street lamps are kept lighted in the city under the bridges over Albert Place Adelaide Road and Seville Place by this Act authorised two lamps of the same pattern and capable of consuming the same quantity of gas per hour as the ordinary street lamps in the city The lamps under Adelaide Road Bridge shall be kept lighted by day as well as by night if the corporation consider it necessary and call upon the Company in writing to do so :

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- (2) The Company shall not erect or commence to erect any of the bridges herein-before mentioned or alter the level of nor divert any road within the city of Dublin unless and until the Company shall have delivered to the corporation plans of such bridges and roads and shall have obtained from the engineer of the corporation a certificate under his hand approving of such plans or failing such approval within three months of the delivery to the corporation of such plans as aforesaid then a certificate from an engineer to be appointed in that behalf by the Board of Trade on the application of either party with due notice to the other and one month's notice in writing from the Company of their intention to commence the construction and erection of any of such bridges shall be given by the Company to the city engineer by leaving the same at his office in the City Hall Dublin : A.D. 1897.
- (3) The bridges mentioned in this section shall be made and maintained watertight at all times by the Company so as to deaden as far as possible the sound of engines carriages trains and traffic passing over them :
- (4) The Company shall not commence the erection of any bridge over or diversion or alteration of the level or section of any road vested in the corporation without giving one month's notice in writing to the engineer of the corporation and without first taking out the usual licence issued by the corporation for works to be carried out in the public highways And the Company shall take all proper precautions for the protection of the public and shall properly fence light and watch all works in connexion with the public streets and highways within the city of Dublin during construction to the reasonable satisfaction of the engineer of the corporation No drainage shall be taken from any portion of the bridges or railway line into the corporation sewers without the knowledge and consent in writing of the engineer of the corporation :
- (5) The Company shall not under the powers of this Act have or exercise any control or right over any portion of the thoroughfare under any of the bridges aforesaid or over altered raised or diverted streets and roadways when vested in the corporation :
- (6) Before the Company proceed to make or temporarily stop up alter or divert any road street lane or passage vested in or the property of the corporation they shall give to the engineer of the corporation not less than three days notice in writing of such their intention and no such road street lane or passage shall be

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made stopped up altered or diverted except under the superintendence and in accordance with such regulations as to temporary accommodation and otherwise or according to such plan as shall be reasonably approved of in writing by such engineer. Provided always that if such engineer or other officer of the corporation duly authorised by them for the purpose shall fail to attend at the time fixed by such notice as aforesaid for commencing the temporary stopping up alteration or diversion of such street lane or passage or shall not propose any plan for the same or make any regulations in relation thereto or shall refuse or neglect to superintend the proposed works the Company may forthwith proceed to execute and may execute the works specified in such notice without the superintendence of such engineer or other officer :

(7) When the Company shall commence to make or temporarily stop up alter or divert any such road street lane or passage as aforesaid they shall with as little detriment and inconvenience to the public as the circumstances will permit and with all convenient speed complete the work and fill in the ground and reinstate and make good the road or pavement so made stopped up altered or diverted and carry away the rubbish occasioned thereby and the Company shall at all times whilst any such road street lane or passage shall be so temporarily stopped up or interfered with cause the same to be fenced and guarded and shall provide lights sufficient for the warning of passengers and traffic to be set up and maintained in or about such road street lane or passage where the same shall be stopped up or interfered with every night during which the same shall be so temporarily stopped up or interfered with and shall keep any road or pavement which may have been made altered or broken up in good repair for twelve months after making replacing and making good the same :

(8) In case it shall be necessary for the Company for the purpose of constructing any of the works by this Act authorised to raise sink or otherwise alter the position of any water mains pipes or other works belonging to the Corporation or any of the sewers or drains in the city of Dublin the same shall be done with as little detriment and inconvenience to the public and to any houses or persons supplied with water by means of such mains pipes or other works or accommodated by such sewers or drains as the circumstances will reasonably permit and all works relating to or involving interference with such

mains pipes sewers drains or other works as aforesaid or necessary for the protection of the same shall be executed at the cost of the Company and to the reasonable satisfaction in all things of the engineer of the corporation : A.D. 1897.

- (9) The Company shall not in executing any of the works within the city of Dublin by this Act authorised remove or displace any of the water mains pipes or other distributory works or the sewers or drains belonging to or vested in the corporation nor do anything to interrupt or impede the supply of water into or through such mains pipes or other distributory works or the flow of sewage through such sewers or drains nor alter the position of any gas lamp or bracket until good and sufficient arrangements shall first have been made at the expense of the Company for carrying on the supply of water and the flow of sewage or the lighting of the streets to the reasonable satisfaction of the engineer of the corporation :
- (10) If it shall be necessary to construct any of the works by this Act authorised over any water main or pipe or sewer of the corporation the Company shall at their own expense and to the reasonable satisfaction of the engineer of the corporation construct and maintain a good and sufficient culvert over such main or pipe or sewer so as to cover the same and make it accessible for the purpose of repairs together with all such other works as may be necessary for protecting from injury such main or pipe or sewer :
- (11) If the Company or any of their contractors agents officers workmen or servants or any person in their employment shall in the execution of any of the works by this Act authorised interrupt the supply of water supplied by the corporation or cause or do any other damage or injury whatsoever in relation thereto or to any sewers or other property of the corporation the Company shall make good and be responsible for any loss occasioned thereby to the corporation :
- (12) If the Company make default in complying with any of the provisions of this section which involve the construction of any works they shall forfeit to the corporation a penalty of three pounds for each day during which any such default as aforesaid shall continue after they shall have received one week's notice in writing thereof :
- (13) If any such default be made in complying with any of the provisions of subsections 4 and 7 the corporation or their engineer having the control or management of the road street lane or passage in respect of which such default shall be made

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may cause such default to be remedied and any work rendered necessary thereby to be executed and the reasonable expense of remedying such default or executing such work shall be repaid by the Company to the corporation and such expense and any penalty as aforesaid may in case of default in payment be recovered in the same manner as damages are recoverable under any Act incorporated with this Act:

- (14) In case any difference shall arise between the corporation and the Company or their respective engineers as to any matter under this section the same shall from time to time be referred to an arbitrator to be mutually agreed upon or failing agreement to be appointed by the Board of Trade and the decision of such arbitrator shall be final.

Power to the Company to deviate in construction of certain work.

10. The Company may in constructing the widening of the City of Dublin Junction Railways herein-before described deviate from the lines thereof to the extent of the limits of deviation marked on the deposited plans and may deviate from the levels thereof shown on the deposited sections to any extent not exceeding two feet upwards and twenty feet downwards so far as is necessary in connexion with and for the purposes of the said widening.

Further works by Company.

11. 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 relating thereto the widenings of bridges herein-after described and may enter upon take and use such of the lands delineated on the deposited plans thereof and described in the deposited books of reference relating thereto as may be required for those purposes (that is to say):—

They may execute the following works namely:—

In the parish of Bray township of Bray and county of Wicklow—

- (a) The widening on the east side thereof of the bridge carrying the Company's main line of railway over the street or road called Seapoint Road:
- (b) The widening on the west side thereof of the bridge carrying the Company's main line of railway over the street or road connecting Meath Road with Strand Road near the south end of Milward Terrace:
- (c) The widening on the west side thereof of the bridge carrying the Company's main line of railway over the street or road connecting Meath Road with Strand Road at the south side of Belvidere Villa.

For the protection of the Bray town-

12. For the protection of the commissioners of the Bray township (in this section called "the commissioners") the following

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provisions unless otherwise agreed upon between the commissioners and the Company shall have effect (that is to say) :—

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ship com-
missioners.

- (1) The Company in case they shall exercise the powers of this Act of making the widenings of bridges or any of them shown on the deposited plans and described in the immediately preceding section shall only do so in each case subject to the following conditions :—

(a) In the case of the widening of the bridge described in the immediately preceding section under the letter (a) if made the level of the road underneath the said bridge shall not be interfered with and the said bridge when widened shall from dusk until half an hour after midnight be lighted by and at the expense of the Company by at least one twenty-five candle power electric or gas lamp and the head room between the under-side of the bridge and the level of the road shall not under any circumstances be reduced ;

(b) In the case of the widening of the bridge described in the immediately preceding section under the letter (b) if made the additional length of roadway to be covered by the said widening which shall be constructed on one side of the railway only shall not exceed sixteen feet and the abutment of the said bridge at the north side shall be set back to the line of the existing road wall and the said bridge shall be made watertight and the footpath on the north side shall be concreted and the head room between the under-side of the bridge and the level of the road shall not under any circumstances be reduced and the said bridge when widened shall from dusk until half an hour after midnight be lighted by and at the expense of the Company by at least one twenty-five candle power electric or gas lamp ;

(c) In the case of the widening of the bridge described in the immediately preceding section under the letter (c) if made the additional length of the roadway to be covered by the said widening which shall be constructed on one side of the railway only shall not exceed sixteen feet and the abutment of the said bridge at the north side shall be set back to the line of the existing road wall and the said bridge shall be made watertight and the footpath on the north side shall be concreted and the head room between the under-side of the bridge and the level of the road shall not under any circumstances be reduced and the said bridge when widened shall from dusk until half an hour

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after midnight be lighted by and at the expense of the Company by at least one twenty-five candle power electric or gas lamp :

(2) The Company shall not upon any of the railways authorised to be constructed by this Act so far as situated in the Bray township erect any carriage or engine sheds until they shall have submitted plans of such sheds to the commissioners and shall have obtained their sanction thereto in writing which shall not be unreasonably withheld :

(3) In case any difference shall arise between the commissioners and the Company or their respective engineers as to any matters comprised in this section the same shall from time to time be referred to an arbitrator to be mutually agreed upon or failing agreement to be appointed by the Board of Trade on the application of either party and the decision of such arbitrator shall be final.

Inclination
of roads.

13. 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) :—

No. on Deposited Plan.	Townland.	Parish.	Description of Road.	Intended Inclination.
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RAILWAY No. 1.

3	Ballard	-	Carnew	-	Public road	-	-	1 in 20
3A	Same	-	Same	-	Public road bridge	-	-	
1	Coolattin	-	Same	-	Same	-	-	
1A	Same	-	Same	-	Public road	-	-	1 in 20
3	Cronyhorn Upper	-	Same	-	Public road	-	-	
1	Cronyhorn Lower	-	Same	-	Public road	-	-	1 in 20
12	Johnstown	-	Moyacombe	-	Public road	-	-	

RAILWAY No. 2.

11	Clohamon	-	Kilrush	-	Public road	-	-	1 in 20
22	Clohamon	-	Kilrush	-	Public road	-	-	1 in 20
1	Castlequarter	-	Kilrush	-	Public road	-	-	
4	Ballycarney	-	Ballycarney	-	Public road	-	-	1 in 20
5	Ballycarney	-	Ballycarney	-	Public road bridge	-	-	
1	Tomgarrow	-	Ballycarney	-	Public road bridge	-	-	
2	Tomgarrow	-	Ballycarney	-	Public road	-	-	1 in 20
22	Scarawalsh	-	Ballycarney	-	Public road	-	-	
23	Scarawalsh	-	Ballycarney	-	Public road bridge	-	-	
27	Scarawalsh	-	Ballycarney	-	Public road	-	-	1 in 20

RAILWAY No. 4.

3	Shanganagh	Rathmichael	Public road	-	-	1 in 11
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Provided that the Company shall make the alterations and construct the road numbered 3 in the townland of Shanganagh with pebble paved or concrete channels under the superintendence and to the satisfaction of the county surveyor and shall maintain to the like satisfaction the surface of the altered portion of the said road for a period of one year after the proposed alterations have been completed. A.D. 1897

14. The Company may make the arches of the bridges for carrying the respective railways over the roads next herein-after mentioned of any heights and spans not less than the heights and spans herein-after mentioned in connexion therewith respectively (that is to say) :— Height and span of bridges.

No. on Deposited Plan.	Townland.	Parish.	Description of Road.	Height.	Span.
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RAILWAY No. 1.

43	Drumderry	Moyacombe	Public road	15 feet -	25 feet
9	Carrhill -	Moyacombe	Public road	15 feet -	25 feet

RAILWAY No. 2.

11	Ballinapark	Kilrush -	Public road	15 feet -	25 feet
11	Clohamon -	Kilrush -	Public road	15 feet -	25 feet
27	Scarawalsh	Ballycarney	Public road	15 feet -	25 feet

RAILWAY No. 4.

3	Shanganagh	Rathmichael	Public road	14 feet -	20 feet
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WIDENING OF BRIDGE OVER ROAD CONNECTING MEATH ROAD WITH STRAND ROAD AT SOUTH SIDE OF BELVIDERE VILLA.

2	Bray - -	Bray - -	Public road	13½ feet -	16 feet
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WIDENING OF BRIDGE OVER ROAD CONNECTING MEATH ROAD WITH STRAND ROAD NEAR SOUTH END OF MILWARD TERRACE.

2	Bray - -	Bray - -	Public road	12 feet -	16 feet
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WIDENING OF SEAPOINT ROAD BRIDGE.

2	Bray - -	Bray - -	Public road	14 feet -	20 feet
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WIDENING IN THE PARISH OF ST. PETER'S.

18a	- - -	St. Peter's -	Public road (Albert Place).	13½ feet -	30 feet
25	- - -	St. Peter's -	Public road (Adelaide Road).	14½ feet -	60 feet

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No. on Deposited Plan.	Townland.	Parish.	Description of Road.	Height.	Span.
WIDENING (CITY OF DUBLIN JUNCTION RAILWAYS) IN THE PARISH OF ST. THOMAS.					
8	- - -	St. Thomas	Public road (Seville Place).	15 feet	- One 30 feet and two 12 feet.

Provided that the bridge at Shanganagh herein referred to shall be made staunch and watertight to the reasonable satisfaction of the county surveyor.

Width of certain roadways.

15. The Company may make the roadway over the bridges by which the following roads will be carried over the respective railways of such width between the fences thereof as the Company think fit not being less than the respective widths herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on Deposited Plan.	Townland.	Parish.	Description of Roadway.	Width of Roadway.
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RAILWAY No. 1.

{ 3	Ballard - -	Carnew -	Public road -	} 15 feet
{ 3A	Ballard - -	Same -	Public road bridge -	
{ 1	Coolattin - -	Same -	Public road bridge -	
{ 1a	Coolattin - -	Same -	Public road - -	
{ 3	Cronyhorn Upper	Carnew -	Public road - -	} 20 feet
{ 1	Cronyhorn Lower	Carnew -	Public road - -	
12	Johnstown -	Moyacombe	Public road - -	20 feet
18	Johnstown -	Moyacombe	Public road - -	15 feet

RAILWAY No. 2.

4	Clohamon -	Kilrush -	Public road - -	} 20 feet
1	Graigue Beg -	Kilrush -	Public road - -	
{ 22	Clohamon -	Kilrush -	Public road - -	} 20 feet
{ 1	Castlequarter -	Kilrush -	Public road - -	
{ 4	Ballycarney -	Ballycarney	Public road - -	} 15 feet
{ 5	Ballycarney -	Ballycarney	Public road bridge -	
{ 1	Tomgarrow -	Ballycarney	Public road bridge -	
{ 2	Tomgarrow -	Ballycarney	Public road - -	
{ 22	Scarawalsh -	Ballycarney	Public road - -	} 15 feet
{ 23	Scarawalsh -	Ballycarney	Public road bridge -	

[60 & 61 VICT.] *Dublin, Wicklow, and Wexford* [Ch. cxxiii.]
Railway (Shillelagh Extension, &c.) Act, 1897.

16. Subject to the provisions of this Act the Company may stop up and discontinue for public traffic the roads numbered on the said deposited plans No. 21 in the parish of St. Peter's and Nos. 12 and 22 in the parish of St. Thomas and No. 8 in the townland of Mackmine and parish of Clonmore and upon the stopping up and discontinuance for traffic of the same respectively the sites and soil thereof respectively shall be by this Act vested in the Company so far as they are the owners of the adjoining lands on both sides free from all public and other rights of way or passage or other rights in over or affecting the same but subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near the same.

A.D. 1897.
 Company may stop up roads and extinguish rights of way.

17. Subject to the provisions of this Act the Company in addition to other lands which they are by this Act authorised to acquire may enter upon and take compulsorily or by agreement for the purposes of the general undertaking the lands hereinafter described which are delineated upon the deposited plans and described in the deposited books of reference (namely) Certain lands in the parish of Liskinfere and townland of Cain and county of Wexford situate on the north-west side of the Company's main line of railway between Gorey and Camolin and on the south-east side of the road from Clogh to Balloughter.

Power to Company to purchase additional lands.

18. The lands and property from time to time acquired by the Company by virtue of this Act and Railways Nos. 1 2 3 4 and 5 the widening of the Company's main line in the parish of St. Peter's in the city of Dublin and the other works in this Act described (other than the widening of Railways Nos. 1 and 2 of the City of Dublin Junction Railways herein-before described being Work No. 7 and the lands and property authorised to be acquired for the same) shall for the purposes of tolls rates and charges and for all other purposes be part of the general undertaking of the Company.

Railways &c. to be part of general undertaking.

19. The widening of Railways Nos. 1 and 2 of the City of Dublin Junction Railways herein-before described being Work No. 7 and the lands and property authorised to be acquired for the same shall for the purposes of tolls rates and charges and for all other purposes be part of the separate undertaking of the City of Dublin Junction Railways.

Widening of City of Dublin Junction Railways to be part of the separate undertaking.

20. The Company may take by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 any quantity of land not exceeding ten acres but nothing in this Act shall exempt the Company from any indictment action or other

Lands for extraordinary purposes.

[Ch. cxxiii.] *Dublin, Wicklow, and Wexford* [60 & 61 VICT.]
Railway (Shillelagh Extension, &c.) Act, 1897.

A.D. 1897. — proceeding for nuisance in the event of any nuisance being caused or permitted by them upon any land taken under the powers of this section.

Period for compulsory purchase of lands.

21. The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Period for completion of railways.

22. If the several railways by this Act authorised 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 said railways or otherwise in relation thereto shall cease except as to so much thereof as is then completed.

Power to take easements &c. by agreement.

23. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water in which other persons than the grantors have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

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

24. And whereas in the construction of the railways and works by this Act authorised or otherwise in exercise of the powers of this Act it may happen that portions only of the lands houses or other buildings or manufactories shown on the deposited plans may 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 other persons interested in the lands houses or other 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 in the opinion of the arbitrator to be appointed pursuant to the provisions of the Railways Act (Ireland) 1851 be severed from the remainder of such properties without material detriment to such remainder 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

[60 & 61 VICT.] *Dublin, Wicklow, and Wexford* [Ch. cxxiii.]
Railway (Shillelagh Extension, &c.) Act, 1897.

owners thereof and other parties interested therein by severance or otherwise. A.D. 1897.

25.—(1) Any limited owner as defined in this Act may with the sanction of the Commissioners of Public Works in Ireland (herein called “the Commissioners”) given under this section grant to the Company either without payment of purchase money or compensation or in consideration of the issue as herein-after provided of shares or stock in the general undertaking any land which the Company are authorised to purchase and take for the purposes of the railways by this Act authorised and may convey the same free from all incumbrances thereon. Provided that the costs or expenses incurred by such limited owner or any successor in title in the land or by the trustees (for the time being) herein-after mentioned or by any incumbrancer on the land of all conveyances and assurances to the Company of such lands and of evidencing and verifying the title to the same or to the said shares or stock when issued to the trustees as herein-after provided and of appearing before the Commissioners shall be paid by the Company and such costs and expenses may be taxed in manner provided in respect to costs incurred under the provisions of the Railways (Ireland) Act 1864 and if within seven days after demand of the amount certified the same be not paid it may be recovered in the manner provided by the 13th section of the Railways Act (Ireland) 1851. As to limited owners.

(2) The Commissioners shall not give their sanction under this section unless they are satisfied that the estate of which the land so to be purchased and taken forms part will be permanently increased in value by the construction of the railways by this Act authorised. Provided always that in the case of a free grant of land by the limited owner to the Company the Commissioners shall certify that in their opinion the said estate will be permanently increased in value to an amount greater than the value of the land so granted and in case such land shall be granted in consideration of the issue of shares or stock that in the opinion of the Commissioners the said estate will be permanently increased in value to an amount exceeding the difference between the value of the land so granted and the actual value of such shares or stock at the date of the transfer or conveyance of the land to the Company. Provided also that if the land proposed to be granted is subject to incumbrances the Commissioners before giving their sanction under this section shall cause notice to be given to the incumbrancers and shall consider the objections (if any) raised by them.

(3) Where any limited owner grants any land to the Company in consideration of the issue of shares or stock in the general

[Ch. cxxiii.] *Dublin, Wicklow, and Wexford* [60 & 61 VICT.]
Railway (Shillelagh Extension, &c.) Act, 1897.

A.D. 1897. — undertaking the amount of such shares or stock shall be equal in nominal value to the purchase money of such land and such shares or stock shall be issued to two trustees nominated by the limited owner to be held by them upon the like uses and trusts and for the same purposes as the estate of which such land formed part stood settled. Provided that such shares or stock shall be deemed to be shares or stock fully paid up of the general undertaking.

(4) If either or both of the trustees die resign or become incapable of acting then the limited owner or his successor in title may nominate by writing under his hand another person or other persons to be a trustee or trustees in place of the trustee or trustees having died resigned or become incapable of acting.

(5) If any one trustee die resign or become incapable of acting the remaining trustee shall continue to be as competent to act as if no such deficiency in number had occurred and no act of the surviving trustee shall be invalidated or illegal by reason of the vacancy not being filled up or by reason of any irregularity or omission in or about any appointment of a new trustee or trustees.

(6) Trustees appointed under this section shall be indemnified against any claim or any loss by reason of their acting and taking and holding any shares or stock under the provisions and for the purposes of this section.

(7) The term "limited owner" in this section shall mean any person or persons by whom the powers of sale conferred by section 7 of the Lands Clauses Consolidation Act 1845 may under the authority of the said section be lawfully exercised.

Restriction
on taking
houses of
labouring
class.

26. The Company shall not under the powers of this Act without the consent of the Local Government Board for Ireland purchase or acquire in any urban sanitary district as defined by the Public Health (Ireland) Act 1878 ten or more houses which after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers. For the purposes of this section the expression "labouring class" includes mechanics artisans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any of such persons who may be residing with them.

Penalty
unless rail-
ways opened

27. If the Company fail to complete the railways which they are herein-before authorised to construct within the period limited

[60 & 61 VICT.] *Dublin, Wicklow, and Wexford* [Ch. cxxiii.]
Railway (Shillelagh Extension, &c.) Act, 1897.

by this Act 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 particular railway in the completion of which default is made is completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of such railway in the completion of which default is made as aforesaid and the said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 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 of the Accountant General of the Supreme Court 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 such railway by unforeseen accident or circumstances beyond their control Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

28. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the Dublin Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the said several railways respectively or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act for the purposes of such railways respectively 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 High Court may seem fit and if no such compensation is 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 if a receiver has been appointed or the Company is insolvent

A.D. 1897.
 within time
 limited.

Application
 of penalty.

[Ch. cxxiii.] *Dublin, Wicklow, and Wexford* [60 & 61 Vict.]
Railway (Shillelagh Extension, &c.) Act, 1897.

A.D. 1897. — or the railways or railway in respect of which the penalty shall have been incurred or any part thereof have or has been abandoned be paid to such receiver or be applied in the discretion of the court as part of the assets of the general undertaking of the Company for the benefit of the creditors thereof and subject to such application shall be repaid to the Company.

Power to
apply funds
to purposes
of Act re-
lating to
general
undertaking.

29. The Company may apply for the purposes of this Act relating to the general undertaking to which capital is properly applicable any moneys which they now have in their hands or which they have power to raise by shares or mortgage or debenture stock and which may not be required for purposes relating to the general undertaking for which the same were authorised to be raised.

Power for
the Company
to raise addi-
tional capital
for the
general
undertaking.

30. The Company may for the purposes of this Act relating to the general undertaking and for the general purposes of their general undertaking subject to the provisions of Part II. of the Companies Clauses Act 1863 raise any additional capital not exceeding in the whole two hundred and ten thousand pounds by the issue at their option of new ordinary shares or stock or new preference shares or stock or wholly or partially by any one or more of those modes respectively but the Company shall not issue any share of less nominal value than ten pounds nor shall any share or stock as the case may be vest in the person accepting the same unless and until a sum not being less than one fifth of the amount of such share or stock shall have been paid in respect thereof.

New shares
or stock to
be subject to
the same
incidents as
other shares
or stock.

31. Except as by this Act otherwise provided the capital in new shares or stock created by the Company under this Act for the purposes of the general undertaking and the new shares or stock therein and the holders thereof respectively shall be subject and be entitled to the same powers provisions liabilities rights privileges and incidents whatsoever in all respects as if that capital were part of the now existing capital of the general undertaking of the Company of the same class or description and the new shares or stock were shares or stock in that capital The capital in new shares or stock so created shall form part of the capital of the general undertaking of the Company.

Dividends on
new shares
and stock.

32. Every person who becomes entitled to new shares or stock in the capital by this Act authorised to be raised for the purposes of the general undertaking shall in respect of the same be a holder of shares or stock in the Company and shall be entitled to a dividend with the other holders of shares or stock in the capital of the general undertaking of the Company of the same class or

description proportioned to the whole amount from time to time called and paid on such new shares or to the whole amount of such stock as the case may be. A.D. 1897.

33. If any money is payable by the Company to a share or stock holder or mortgagee or debenture stock holder being a minor idiot or lunatic the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company. Receipt clause in case of persons non sui juris.

34. Except as otherwise expressly provided by the resolution creating the same no person shall be entitled to vote in respect of any new shares or stock authorised to be raised by the Company for the purposes of the general undertaking to which a preferential dividend shall be assigned. Restriction as to votes in respect of preference shares or stock.

35. The Company may from time to time in respect of the additional capital of two hundred and ten thousand pounds by this Act authorised to be raised for the purposes of this Act relating to the general undertaking of the Company borrow on mortgage of the general undertaking any sum or sums not exceeding in the whole one hundred and five thousand pounds and of that sum the Company may in the first instance borrow a sum of twenty-five thousand pounds in respect of the sum of fifty thousand pounds part of the said additional capital and when that sum has been borrowed the Company may borrow further sums of twenty-five thousand pounds each in respect of each further fifty thousand pounds of the said capital and five thousand pounds in respect of the remaining ten thousand pounds of the said capital Provided that no part of any such sums of twenty-five thousand pounds and five thousand pounds respectively shall be borrowed until the whole of the portion of such capital in respect of which each sum is hereby authorised to be borrowed is issued and accepted 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 the whole of such portion of the said capital in respect of which it is proposed to borrow has been issued and accepted and that not less than one-fifth part of the amount of each separate share in such portion of capital has been paid on account thereof before or at the time of the issue or acceptance thereof and until stock for one half of so much of such portion of the said capital as is to be raised by stock is fully paid up and the Company have proved to such justice as aforesaid before he so certifies that such shares or stock as the case may be were issued and accepted bonâ fide and are held by the persons to whom the same were issued or their executors administrators successors Power to borrow for general undertaking.

[Ch. cxxiii.] *Dublin, Wicklow, and Wexford* [60 & 61 Vict.]
Railway (Shillelagh Extension, &c.) Act, 1897.

A.D. 1897. — or assigns and also so far as the said capital is raised by shares that such persons 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 or certificates as the case may be that the proof aforesaid has been given which shall be sufficient evidence thereof.

Company
may create
debenture
stock.

36. The Company may in respect of any money or any portion thereof which they are by this Act authorised to borrow on the security of the general undertaking create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 charged on the general undertaking but notwithstanding anything therein contained the interest on all debenture stock at any time after the passing of this Act created and issued or granted by the Company for the purposes of the general undertaking under this Act or under any subsequent Act on the security of the general undertaking shall subject to the provisions of any subsequent Act rank *pari passu* without respect to the dates of the securities or of the Acts of Parliament or resolutions by which the stock was created and shall rank *pari passu* with the interest of all mortgages at any time after the passing of this Act granted by the Company for the purposes of and on the security of the general undertaking and shall have priority over all principal moneys secured by such mortgages Notice of the effect of this enactment shall be endorsed on all mortgages and certificates of debenture stock.

Existing
mortgages
&c. on
general
undertaking.

37. All mortgages and bonds granted by the Company in pursuance of the powers of any Act of Parliament before the passing of this Act and subsisting at the passing hereof on the general undertaking shall during the continuance of such mortgages and bonds and subject to the provisions under which such mortgages and bonds were respectively granted have priority over any mortgages or debenture stock created by virtue of this Act on the general undertaking.

Power to
increase
debenture
stock for
City of
Dublin
Junction
Railways.

38. Section 4 of the Dublin Wicklow and Wexford Railway and City of Dublin Junction Railways Act 1894 (Power to borrow for the purposes of the separate undertaking) shall be read and construed as if the words "any sum not exceeding twenty-five thousand pounds" had been "any sum not exceeding fifty thousand pounds."

Provision as
to mortgages
or debenture
stock.

39. All mortgages or debenture stock granted or issued by the Company in respect of the general undertaking or the separate undertaking of the City of Dublin Junction Railways under

[60 & 61 VICT.] *Dublin, Wicklow, and Wexford* [Ch. cxxiii.]
Railway (Shillelagh Extension, &c.) Act, 1897.

the powers of this Act shall be a charge exclusively upon the general undertaking or the separate undertaking as the case may be and such mortgages or debenture stock shall distinctly denote that such mortgage or debenture stock is a mortgage or debenture stock only on or in the general undertaking or the separate undertaking as the case may be. A.D. 1897.

40. Every provision in any Act passed before the present session of Parliament (whereby the Company is authorised to raise money by borrowing for the purposes of their general 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 in respect of the general undertaking 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. The mortgagees of the general undertaking 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 of the general undertaking by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole. Receiver may be appointed.

41. All moneys raised under this Act by shares or by stock or by mortgage or by debenture stock as regards the general undertaking and the separate undertaking respectively shall be applied for the purposes authorised by this Act to which the same are made especially applicable being in all cases purposes to which capital is properly applicable. Application of moneys.

42. The Company may as regards any lands acquired by them with reference to the railways forming their general undertaking and which have not yet been applied to the purposes of the Company or sold or disposed of by them notwithstanding anything to the contrary contained in the Lands Clauses Acts or in any Act relating to the general undertaking of the Company with reference to the sale and disposition of superfluous lands deal with and dispose of any such lands as aforesaid for the periods following (that is to say) :— Provision as to sale of certain lands relating to general undertaking of the Company.

As regards such of the said lands as are situated near to or adjoining any railway or station of the general undertaking of the Company or as the Company may be of opinion that they may require for the purposes of stations sidings or other

[Ch. cxxiii.] *Dublin, Wicklow, and Wexford* [60 & 61 VICT.]
Railway (Shillelagh Extension, &c.) Act, 1897.

A.D. 1897.

conveniences for the said railways forming their general undertaking for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of three years from the passing of this Act.

Power to
pay interest
out of capital
during con-
struction.

43. Notwithstanding anything in this Act or in any Act or Acts incorporated therewith contained it shall be lawful for the Company out of any money by this Act authorised to be raised for the purposes of the general undertaking of the Company relating to Railways Nos. 1 and 2 to pay interest at such rate not exceeding three pounds per centum per annum as the directors may determine to any shareholder or stockholder on the amount from time to time paid up on the shares or stock held by him from the respective times of such payments until the expiration of the time limited by this Act for the completion of the works by this Act authorised or such less period as the directors may determine but subject always to the conditions herein-after stated (that is to say) :—

- (a) No such interest shall begin to accrue until the Company shall have obtained a certificate from the Board of Trade that two thirds at least of the share or stock capital authorised by this Act for the purposes of the general undertaking in respect of which such interest may be paid has been actually issued and accepted and is held by shareholders or stockholders who or whose executors administrators or assigns are legally liable for the same :
- (b) No such interest shall accrue in favour of any shareholder or stockholder for any time during which any call on any of his shares or stock is in arrear :
- (c) The aggregate amount to be so paid for interest shall not exceed eleven thousand pounds and the amount so paid shall not be deemed share or stock capital in respect of which the borrowing powers of the Company may be exercised but such borrowing powers shall be reduced to the extent of one half of the amount paid for interest as aforesaid :
- (d) Notice that the Company has power so to pay interest out of capital shall be given in every prospectus advertisement or other document of the Company inviting subscriptions for shares or stock in the general undertaking and in every certificate of such shares or stock in the general undertaking :
- (e) The half-yearly accounts of the Company shall show the amount of capital on which and the rate at which interest has been paid in pursuance of this section :

Save as herein-before set forth no interest or dividend shall be paid out of any share stock or loan capital which the Company are by

[60 & 61 VICT.] *Dublin, Wicklow, and Wexford* [Ch. cxxiii.]
Railway (Shillelagh Extension, &c.) Act, 1897.

this or any other Act authorised to raise to any shareholder or stockholder on the amount of the calls made in respect of the shares or stock held by him but nothing in this Act shall prevent the Company from paying to any shareholder or stockholder 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. A.D. 1897.

44. 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. Deposits for future Bills not to be paid out of capital.

45. Save as by this Act otherwise expressly provided nothing in this Act contained shall exempt the Company or the general undertaking or the separate undertaking 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. Provision as to general Railway Acts.

46. All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall in the first instance be paid out of the funds of the general undertaking of the Company but shall ultimately be debited by the Company as to one-tenth part thereof to the separate undertaking of the City of Dublin Junction Railways and as to the remaining nine-tenths parts thereof to the general undertaking of the Company. Costs of Act.

[Ch. cxxiii.] *Dublin, Wicklow, and Wexford [60 & 61 Vict.]
Railway (Shillelagh Extension, &c.) Act, 1897.*

A.D. 1897.

The SCHEDULE referred to in the foregoing Act.

LANDS AND BUILDINGS OF WHICH PORTIONS ONLY MAY
BE REQUIRED.

Number on Deposited Plans.	Description of Property.	Parish.
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WIDENING (CITY OF DUBLIN JUNCTION RAILWAYS) IN THE PARISH OF
SAINT THOMAS.

3	Factory - - -	Saint Thomas.
4	Lane - - -	Saint Thomas.
5	Lane - - -	Saint Thomas.
6	Offices and stores - -	Saint Thomas.

WIDENING IN THE PARISH OF SAINT PETER'S.

5	Yard - - -	Saint Peter's.
6	Yard - - -	Saint Peter's.
7	Yard &c. - - -	Saint Peter's.
8	Yard passage and shed -	Saint Peter's.
9	Yard - - -	Saint Peter's.

RAILWAY NO. 4.

2	Pleasure grounds - -	Rathmichael (town- land of Shanganagh).
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