



CHAPTER lvi.

An Act to authorise the Lancashire Derbyshire and East Coast Railway Company to construct Branch Railways acquire additional Lands and raise additional Capital in connexion with their Chesterfield and Lincoln Separate Undertaking and for other purposes. [3rd June 1897.]

A.D. 1897.

WHEREAS by the Lancashire Derbyshire and East Coast Railway Act 1891 (herein-after called "the Act of 1891") the Lancashire Derbyshire and East Coast Railway Company (herein-after called "the Company") were incorporated and authorised to construct a railway from Warrington in Lancashire to Sutton-on-Sea on the coast of Lincolnshire :

And whereas by the Lancashire Derbyshire and East Coast Railway Act 1892 (herein-after called "the Act of 1892") the Company were authorised to construct branch railways and other works and to acquire the undertaking of the North Sea Fisheries (East Lincolnshire) Harbour and Dock Company :

And whereas by the Lancashire Derbyshire and East Coast Railway Acts 1893 and 1894 (herein-after respectively referred to as "the Act of 1893" and "the Act of 1894") the Company were authorised to divert and alter the line and levels of portions of their railway authorised by the Act of 1891 and to exercise the other powers in those Acts mentioned :

And whereas by the Lancashire Derbyshire and East Coast Railway Act 1895 (herein-after called "the Act of 1895") the Company were authorised to deviate a further portion of their railway to acquire additional land to constitute their railway and branch railways between Chesterfield and Lincoln a separate undertaking to issue a limited amount of preference shares for the purposes thereof to abandon so much of their authorised railways as was intended to be situate westward of Chesterfield and extend

A.D. 1897. — the time for the purchase of land and constructing the railways and works between Lincoln and the East Coast :

And whereas by the Lancashire Derbyshire and East Coast Railway Act 1896 (herein-after called "the Act of 1896") the Company were authorised to construct certain branch railways to divert a portion of railway authorised by the Act of 1891 and to acquire additional lands :

And whereas it is expedient that the Company be authorised to make the branch railways and acquire the additional lands herein-after respectively described and to extend the time for the purchase of land and completion of the Newark and Ollerton Railway the Washingborough Junction Railway and the deviation of the Great Northern Railway at Washingborough :

And whereas the railway and branch railways included in the Chesterfield and Lincoln separate undertaking have with the exception of a few miles been constructed and opened for traffic and have cost considerably more than the capital appropriated to that undertaking by the Act of 1895 and it is therefore expedient to increase the said capital and to raise further money for that purpose :

And whereas ordinary shares in the capital of the Chesterfield and Lincoln separate undertaking of the nominal amount of 175,000*l.* (including the shares numbered from 48,742 to 57,387 inclusive and 66,388 to 72,027 inclusive which form the residue of the shares originally appropriated for the purposes of the trust in favour of the Company referred to in the preamble to the Act of 1896 as affecting the shares therein mentioned and numbered 57,388 to 66,387 inclusive) may be surrendered or become forfeitable for non-payment of calls or are or may become otherwise under the control of the Company and it is expedient that the Company should have power to re-issue the same as preference shares and to attach a preferential dividend to a portion of their share capital as herein-after expressed :

And whereas the railways intended to be situate westward of Chesterfield authorised by the Act of 1891 were abandoned by the Act of 1895 and the railways eastward of Lincoln authorised by the Act of 1891 and the East Lincolnshire Harbour and Dock undertaking vested in the Company by the Act of 1892 are by this Act transferred to a new company and it is therefore expedient that the share and loan capital of the Company be reduced as specified in the schedule to this Act :

And whereas plans and sections showing the lines and levels of the branch railways and works authorised by this Act and also

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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 clerks of the peace for the counties of Derby and Nottingham and are herein-after 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 :—

1. This Act may be cited as the Lancashire Derbyshire and East Coast Railway Act 1897. Short title.

2. The following Acts and parts of Acts are (so far as the same are applicable and except where expressly varied by or inconsistent with this Act) incorporated with and form part of this Act (that is to say) :— Incorporation of Acts.

The Lands Clauses Acts :

The Railways Clauses Consolidation Act 1845 :

Part I. (relating to construction of a railway) Part II. (relating to extension of time) and Part III. (relating to working agreements) of the Railways Clauses Act 1863 :

The provisions of the Companies Clauses Consolidation Act 1845 with respect to—

The distribution of the capital of the Company into shares ;

The transfer or 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 the borrowed money into capital ;

The consolidation of the 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 ; and

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

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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 as amended by the Companies Clauses Act 1869.

Interpreta-
tion.

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 And for the purposes of this Act 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 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.

Power to
construct
branch
railways.

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 the railways and works 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 the said plans and described in the deposited books of reference as may be required for that purpose.

The railways and works herein-before referred to and authorised by this Act are as follow:—

(1) A railway 7 furlongs and 6 chains in length commencing in the parish of Beighton in the county of Derby by a junction with the Lancashire Derbyshire and East Coast Railway at or near to the point marked eleven miles and ten chains on that railway as set out for construction and terminating in the same parish of Beighton by a junction with the main line of the Midland Railway at a point one hundred and fifty-five yards or thereabouts measured in a southerly direction from the centre of the Beighton Junction signal box on the Midland Railway:

(2) A railway 3 furlongs and 9·70 chains in length commencing in the parish of Pleasley in the county of Derby by a junction with the Mansfield and Worksop Branch of the Midland Railway at the northern face of the bridge carrying Carter Lane over the said branch railway and terminating in the parish of Warsop in the county of Nottingham by a junction with the Lancashire Derbyshire and East Coast Railway at a point one hundred and sixty-three yards or thereabouts.

measured in a north-westerly direction along the last-mentioned railway from the bridge carrying the same over the Warsop Main Colliery Branch Railway : A.D. 1897.

(3) Three railways wholly in the county of Derby viz. :—

(A) A railway 1 mile 6 furlongs and 4·80 chains in length commencing in the parish of Calow by a junction with the Lancashire Derbyshire and East Coast Railway at or near to the western face of the bridge carrying Dark Lane over that railway and terminating in the parish of Temple-Normanton on the western side of the occupation road numbered 58 on the twenty-five-inch Ordnance map at a point twenty-three yards or thereabouts measured in a northerly direction from the middle of the bridge carrying the said occupation road over the Manchester Sheffield and Lincolnshire Railway (Chesterfield and Nottingham line) ;

(B) A railway 1 mile 1 furlong and 9·75 chains in length commencing in the parish of Temple-Normanton by a junction with Railway (A) lastly before described at a point on the western fence of Hassochy Lane one hundred and fifty-eight yards or thereabouts measured in a north-easterly direction from the north-east corner of Hill Farm Buildings as shown on the twenty-five-inch Ordnance map and terminating in the parish of Hasland at a point on the western fence of the field numbered 460 on the twenty-five-inch Ordnance map sixty-six yards or thereabouts measured in a northerly direction along the said fence from the south-west corner of the said field ;

(C) A railway 1 furlong and 2 chains in length wholly in the said parish of Hasland commencing by a junction with Railway (B) lastly before described in the field numbered 460 on the twenty-five-inch Ordnance map at a point sixty-three yards or thereabouts measuring from the south-east corner of the said field in a westerly direction along the southern fence thereof thence at right angles in a northerly direction twenty-four yards or thereabouts and terminating by a junction with the Pilsley Branch of the Midland Railway at a point five hundred and thirty-seven yards or thereabouts from the east side of the bridge carrying the public road from Hasland to Grassmoor over that branch railway :

(4) Two railways wholly in the county of Derby viz. :—

(A) A railway 1 mile 2 furlongs and 4·27 chains in length commencing in the parish of Eckington at a point on the

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premises of the Renishaw Iron Company one hundred and forty-two yards or thereabouts measured due south-east from the middle of the aqueduct carrying the Chesterfield Canal over the Renishaw Iron Company's Branch Railway and terminating in the parish of Barlborough in the north-eastern corner of the field numbered 127 on the twenty-five-inch Ordnance map ;

(B) A railway 1 furlong and 5·95 chains in length wholly in the parish of Barlborough commencing by a junction with the Lancashire Derbyshire and East Coast Railway (now in course of construction) at the point on that railway (as set out for construction) marked and measured eight miles and forty-four chains and terminating by a junction with Railway (A) lastly before described at a point on the fence separating the property numbered 126 on the twenty-five-inch Ordnance map from the property numbered 127 on the same map sixty-three yards or thereabouts measured in a northerly direction along the said fence from the edge of the pond upon which the fence abuts :

(5) A railway wholly in the parish and borough of Mansfield and county of Nottingham viz. :—

(B) A railway 2 furlongs and 3·10 chains in length commencing by a junction with the Mansfield and Worksop Branch of the Midland Railway at the southern face of the bridge carrying the occupation road over that branch railway at a point two hundred and forty yards or thereabouts from the centre of the bridge carrying Windmill Lane over the aforesaid branch railway and terminating at a point in the occupation road thirty-eight yards or thereabouts measured due east from the east side of Leeming Street at the point where Windmill Lane joins that street.

Inclination
of road.

5. In altering for the purposes of this Act the road next herein-after mentioned the Company may make the same of any inclination not steeper than the inclination herein-after mentioned in connexion therewith (that is to say) :—

No. on deposited Plans.	Parish.	Description of Road.	Intended Inclination.
TEMPLE-NORMANTON AND GRASSMOOR BRANCH RAILWAYS.			
Railway A.			
7	Temple-Normanton	Public	1 in 15.

6. Until the new occupation road in the parish of Skellingthorpe in the parts of Kesteven in the county of Lincoln referred to in section 10 of the Act of 1896 is constructed and adapted for traffic to and from the Company's railway to the satisfaction of two justices the Company their officers and servants and all persons authorised by them may pass over and use with vehicles and otherwise so much of the embankment along the eastern side of the main drain mentioned in the said section as extends from Fen Lane to the Company's railway :

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 —
 Providing
 for roadway
 to Company's
 railway in
 Skelling-
 thorpe.

Provided that the top of so much of the embankment as is intended to be used as aforesaid shall before being so used be adapted for such traffic and fenced on the side next the main drain to the satisfaction of two justices.

7. Subject to the provisions of this Act and in addition to the other lands which the Company are by this Act authorised to acquire the Company may from time to time enter upon take hold use and appropriate for stations workshops sidings and other accommodation and purposes connected with the Chesterfield and Lincoln separate undertaking of the Company the lands or some part thereof in the county of Nottingham herein-after described or referred to so far as the same are delineated on the deposited plans and described in the deposited books of reference relating thereto (namely) :—

Power to
 acquire
 additional
 lands.

(1) Certain lands in the parish of Warsop adjoining the northern side of the Lancashire Derbyshire and East Coast Railway and numbered 344 346 and 347 respectively on the twenty-five-inch Ordnance map and also the lands in the parish of Sookholme numbered 45 46 47 and 48 respectively on the said Ordnance map :

(2) Certain lands in the parish of Sookholme adjoining the southern side of the Lancashire Derbyshire and East Coast Railway and numbered 38 39 40 42 44 46 and 57 respectively on the twenty-five-inch Ordnance map :

(3) A piece of land in the parish of Sookholme situated on the south side of and adjoining the Warsop Main Colliery Tramway between the termination of the Company's Warsop Main Colliery Branch Railway and the bridge (in course of construction) carrying Carter Lane over the said tramway :

(4) Certain lands in the parish of Edwinstowe adjoining the northern fence of the Lancashire Derbyshire and East Coast Railway and numbered 5 and 9 respectively on the deposited plans referred to in the Lancashire Derbyshire and East Coast Railway Act 1894 :

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(5) Certain lands in the parish of Tuxford adjoining the northern side of the Lancashire Derbyshire and East Coast Railway and numbered 347 348 349 350 and 351 respectively on the twenty-five-inch Ordnance map.

Extinguish-
ment of rights
of way.

8. All rights of way claimed over any of the lands which shall under the compulsory powers of this Act be purchased or acquired by the Company shall be and the same are hereby extinguished.

Period for
compulsory
purchase of
lands.

9. 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.

Power to
take ease-
ments &c.
by agree-
ment.

10. 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 this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water in which others than the grantors have an interest) required for the purposes of this Act in under over or affecting any such lands and the provisions of the said Acts with respect to lands and rent-charges 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.

Restrictions
on displacing
persons of
labouring
class.

11.—(1.) The Company shall not under the powers of this Act or under the powers of any former Act revived or extended by this Act purchase or acquire in any parish or part of a parish not being within an urban district ten or more houses which on the fifteenth day of December next before the passing of this Act or of the respective former Act by which such purchase or acquisition was originally authorised as the case may be were or have been since that day or shall hereafter be occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until the Company—

(a) Shall have obtained the approval of the Local Government Board to a scheme for providing new dwellings for such number of persons as were residing in such houses on the respective fifteenth day of December aforesaid or for such number of persons as the Local Government Board shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case; and

(b) Shall have given security to the satisfaction of the Local Government Board for the carrying out of the scheme. A.D. 1897.

(2.) The approval of the Local Government Board to any scheme under this section may be given either absolutely or conditionally and after the Local Government Board have approved of any such scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3.) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced :

Provided that the Local Government Board may dispense with the last-mentioned requirement subject to such conditions (if any) as they may see fit.

(4.) Any provisions of any scheme under this section or any conditions subject to which the Local Government Board may have approved of any scheme or of any modifications of any scheme or subject to which they may have dispensed with the above-mentioned requirement shall be enforceable by a writ of mandamus to be obtained by the Local Government Board out of the High Court.

(5.) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the Local Government Board by action in the High Court and shall be carried to and form part of the Consolidated Fund of the United Kingdom :

Provided that the Court may if it think fit reduce such penalty.

(6.) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be incorporated with this Act and shall apply to the purchase of lands by the Company for the purposes of any scheme under this section in the same manner in all respects as if the Company were a local authority within the meaning of the

A.D. 1897. Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7.) The Company may on any lands belonging to them or purchased or acquired under this section or any provisional order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general purposes of their undertaking :

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for a period of twenty-five years from the date of such scheme be appropriated for the purpose of such dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment :

Provided also that the Local Government Board may at any time dispense with all or any of the requirements of this sub-section subject to such conditions (if any) as they may see fit.

(8.) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the Company for the purpose of any scheme under this section.

(9.) The Local Government Board may direct any inquiries to be held which they may deem necessary in relation to any scheme under this section and may appoint or employ inspectors for the purposes of any such inquiry and the inspectors so appointed or employed shall for the purposes of any such inquiry have all such powers as the inspectors of the Local Government Board have for the purposes of inquiries directed by the Local Government Board under the Public Health Act 1875.

(10.) The Company shall pay to the Local Government Board a sum to be fixed by that Board in respect of the preparation and issue of any provisional order in pursuance of this section and any expenses incurred by that Board in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that Board not exceeding three guineas a day for the services of such inspector.

(11.) Any houses on any of the lands shown on the plans deposited with reference to this Act or to any former Act the powers of which are revived or extended by this Act occupied or which may have been occupied by persons of the labouring class within five years before the passing of this Act which have been acquired by or on behalf of the Company and for which houses no substitutes have been or are directed to be provided by any scheme approved by the Local Government Board under the powers of any previous Act relating to the Company shall for the purposes of this section be deemed to have been acquired under the powers of this Act and to have been occupied on the fifteenth day of December last by the same number of persons belonging to the labouring class as were occupying the said houses at the date of their acquisition. Provided that if the Local Government Board is unable to ascertain the number of such persons who were then occupying the said houses the said houses shall be deemed to have been occupied by such number of such persons as in the opinion of the Local Government Board they might have been sufficient to accommodate. A.D. 1897.

(12.) For the purposes of this section the expression "labouring class" means and 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.

12. Whereas pursuant to the standing orders of both Houses of Parliament and to the Parliamentary Deposits Act 1846 a sum of seven thousand four hundred and ninety pounds thirteen shillings being five per centum on the amount of the estimate in respect of the railways by this Act authorised has been deposited with the Paymaster-General for and on behalf of the Supreme Court (which sum is in this Act referred to as "the deposit fund") Be it enacted that notwithstanding anything contained in the said Act the deposit fund shall not be paid to or on the application of the person or persons or the majority of the persons named in the warrant or order issued in pursuance of the said Act or the survivors or survivor of them (which persons survivors or survivor are or is in this Act referred to as "the depositors") unless the Company shall previously to the expiration of the period limited by this Act for the completion of the railways open the same for the public conveyance of traffic and if the Company shall make default in so opening the

Deposit money not to be repaid except so far as railways opened.

A.D. 1897. railways or any of them the deposit fund or so much thereof as shall not have been paid to the depositors shall be applicable and shall be applied in the manner provided by the next following section of this Act. Provided that if within such period as aforesaid the Company so open any one or more of the railways for the public conveyance of traffic then on the production of a certificate of the Board of Trade specifying the length of the railway or railways opened as aforesaid and the portion of the deposit fund which bears to the whole of the deposit fund the same proportion as the length of the railway or railways so opened bears to the entire length of such railways the High Court shall on the application of the depositors or the majority of them order the portion of the deposit fund specified in the certificate to be paid to them or as they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of this Act having passed anything in the above-mentioned Act to the contrary notwithstanding.

Application
of deposit.

13. If the Company do not previously to the expiration of the period limited by this Act for the completion of the railways hereby authorised complete and open the same for the public conveyance of traffic then and in every such case the deposit fund or so much thereof as shall not have been paid to the depositors shall be applicable and after due notice in the London 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 railways or any of them or any part 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 and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation 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 deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the deposit fund or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the railways in respect of which the deposit has been made or any of them have been abandoned be paid or transferred to such receiver or be applied in the discretion of the Court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid or retransferred to the depositors. Provided that until the deposit fund has been repaid to the depositors or has

become otherwise applicable as herein-before mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors. A.D. 1897.
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14. If the railways by this Act authorised or any of them 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 same or otherwise in relation thereto shall cease except as to such of the said railways or so much thereof as is then completed. Period for completion of works.

15. The railways and works executed under the authority of this Act shall for the purposes of tolls rates and charges and all other purposes whatsoever be part of the railway of the Company and be comprised in their Chesterfield and Lincoln separate undertaking. Railways to form part of railway of the Company.

16. The main line from Chesterfield to Lincoln having with the exception of a few miles been completed the Company may attach to not exceeding one hundred and seventy-five thousand pounds of their share capital appropriated to the Chesterfield and Lincoln separate undertaking any preferential dividend not exceeding five per centum per annum and may accordingly issue or reissue as the case may be as preference shares any shares not exceeding one hundred and seventy-five thousand pounds nominal value which may remain unissued or which may be or may have been surrendered cancelled or become forfeitable or may be otherwise under the control of the Company and to the proceeds of the sale of which the Company may be entitled and the provisions contained in the Companies Clauses Act 1863 with respect to preference shares or stock shall apply to the shares to which any preference or priority is assigned as aforesaid as if such shares were shares in "additional capital" instead of part of the capital which the Company have already power to issue. Preference may be attached to part of share capital.

17. The Company may subject to the provisions of Part II. of the Companies Clauses Act 1863 raise any additional capital not exceeding in the whole one hundred and seventy-five thousand pounds by the issue of new preference shares but the Company shall not issue any share of less nominal value than ten pounds nor shall any 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. Power to raise additional preference capital.

The capital in new shares created by the Company under this Act and the new shares therein and the existing shares to which a preferential dividend is attached by the immediately preceding

A.D. 1897. — section of this Act and the holders thereof respectively shall be subject to the priority of the existing preference shares but in all other respects shall be entitled to the same powers provisions liabilities rights privileges and incidents whatsoever in all respects as if such shares were part of the now existing capital of the Company of the same class or description and such shares were shares in that capital.

The capital in new shares so created shall form part of the capital of the Chesterfield and Lincoln separate undertaking.

Dividends on
new shares.

18. Every person who becomes entitled to new shares shall in respect of the same be a holder of shares in the Company and shall be entitled to a dividend not exceeding five per centum next after the holders of the existing preference shares.

Except as otherwise expressly provided by the resolution creating the same no person shall be entitled to vote in respect of any new shares to which a preferential dividend shall be assigned.

Application
of proceeds of
preference
shares.

19. The proceeds of any preference shares issued under the authority of this Act shall be applicable and applied only in and towards the completion and equipment of the Chesterfield and Lincoln section of the railway including the branch railways and works and additional lands by this Act authorised.

Power to
apply funds.

20. The Company may apply for any of the purposes of this Act to which capital is properly applicable any moneys which they are authorised by the Act of 1891 and the Act of 1892 to raise by shares or stock debenture stock or borrowing Provided that no part of such moneys forming part of the capital of or charged upon the Chesterfield and Lincoln separate undertaking shall be applied except for the purposes of that undertaking.

Power to
borrow.

21. The Company may in respect of the additional capital of one hundred and seventy-five thousand pounds which they are by this Act authorised to raise from time to time borrow on mortgage of the Chesterfield and Lincoln separate undertaking any sum not exceeding in the whole fifty-eight thousand three hundred and thirty pounds but no part thereof shall be borrowed until shares for the said additional capital of one hundred and seventy-five thousand pounds are issued and accepted and one half of such capital is 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 the whole of such capital have been issued and accepted and 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 the Company have proved to such justice that such shares were issued and accepted 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 has been given which certificate shall be sufficient evidence thereof. A.D. 1897.

22. Section 35 of the Act of 1892 as to the appointment of a receiver is hereby repealed but without prejudice to any appointment made or proceedings taken before the passing of this Act. Repealing provision for appointment of receiver.

23. 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 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. For appointment of a receiver.

24. The Company may create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 and of section 24 of the Act of 1891. Power to create debenture stock.

25. Whereas the aggregate share and loan capital of the Company authorised by the recited Acts and by this Act amounts to the sum of eight million two hundred and thirty-three thousand two hundred and ninety pounds as set forth in the schedule hereto and the portions of such capital respectively appropriated applied to and required for the Chesterfield to Lincoln separate undertaking and for the general undertaking of the Company amount to the sum of two million eight hundred and ninety-nine thousand nine hundred and ninety pounds as also set forth in the said schedule It is hereby enacted that the balance of such aggregate share and loan capital amounting to five million three hundred and thirty-three thousand three hundred pounds is hereby cancelled and all powers for raising the same are hereby extinguished. Reduction of capital.

26. The Company on the one hand and the Midland Railway Company on the other hand may subject to the provisions of Part III. of the Railways Clauses Act 1863 as amended or varied by the Railway and Canal Traffic Acts 1873 and 1888 from time to Power to enter into agreements with Midland Railway Company.

A.D. 1897. — time enter into and carry into effect agreements with respect to the following purposes or any of them (that is to say):—

The working or use management and maintenance of the railway or railways of the Company or of any part thereof;

The supply and maintenance during the continuance of any such agreement by the working company of engines stock and plant and the employment of officers and servants for the conveyance and conduct of the traffic on the railways;

The management regulation interchange collection transmission and delivery of traffic upon or coming from or destined for the railways of the contracting companies;

The fixing subject to the authorised maximum rates collection payment division and appropriation of the tolls fares rates charges and other income and profits arising from traffic to from and over the railways of the contracting companies or any part or parts thereof; and

The payments allowances rebates or drawbacks to be made or allowed by either of the contracting companies to the other of them.

Saving for
Postmaster-
General.

27. Nothing in any agreement made under the authority of this Act shall affect the rights of Her Majesty's Postmaster-General under the Telegraph Act 1878 to place and maintain telegraphic lines in under upon along over or across the railways and works comprised in the undertaking of the Company and from time to time to alter such telegraphic lines and to enter upon the land and works comprised in such undertaking for the purposes in the Telegraph Act 1878 specified and the Postmaster-General shall after the making of any such agreement be at liberty to exercise all the rights aforesaid notwithstanding that the undertaking of the Company is worked by the Midland Railway Company as freely and fully in all respects as he was entitled to do before the making of any such agreement.

Great
Eastern
Company to
run over new
railways.

28. The Great Eastern Railway Company shall have the right to run over and use with their engines carriages and waggons officers and servants for the purposes of traffic of every description the railways authorised to be constructed by this Act and any sidings or other works or conveniences which may be constructed in connexion with any such railways and may exercise the like powers and privileges with regard to the same as are conferred on the Great Eastern Railway Company by the agreement dated the twenty-fourth day of April one thousand eight hundred and ninety-one set forth in the Second Schedule to the Act of 1891 with reference to the railways and other works therein mentioned.

29. The powers of this Act with respect to the purchase and acquisition of lands otherwise than by agreement for the purposes of the railways and junctions hereby authorised so far as the same affect or will be constructed upon the land and property of the Midland Railway Company and with respect to the making and maintaining of those railways shall unless with the previous consent of the Midland Railway Company (herein-after called "the Midland Company") in writing under their common seal be exercised only subject to and in accordance with the following provisions :—

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—
For protection of the
Midland
Railway
Company.

(1) The Company shall not without in every case the previous consent of the Midland Company in writing under their common seal take use enter upon or interfere with any land railway siding or other work from time to time belonging to or worked by that company except only so far as shall be necessary for the purpose of making and maintaining the said railways as the same are according to this Act to be constructed :

(2) With respect to any land of the Midland Company which the Company is by this Act authorised to use enter upon or interfere with the Company shall not purchase or take the same but the Company may purchase and take and the Midland 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 :

(3) The crossing of the railway in the parish of Beighton over the Midland Company's Killamarsh Branch shall be effected at such point within the limits of deviation shown on the deposited plans and in such manner and according to such mode of construction as shall be reasonably approved of by the principal engineer for the time being of the Midland Company or in case of difference as shall be determined by arbitration as herein-after provided :

(4) The junctions of the Railways Nos. 1 and 2 by this Act authorised with the Midland Company's railways at Beighton and Shirebrook respectively and of the proposed railway at Mansfield with the Midland Company's Mansfield and Worksop Railway shall be constructed at such points within the limits of deviation shown upon the deposited plans and in such manner as shall be reasonably approved by the principal engineer of the Midland Company :

(5) The Railways (b) and (c) by this Act authorised shall be so constructed as not to impede or interfere with the construction

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of the Midland Company's Grassmoor Junction authorised by the Midland Railway Act 1897 :

- (6) If by reason of the construction of the said railway and works or of any junction or altered or substituted junction it shall become necessary to add to or alter any signal cabins signal posts signals or other works on the railways of the Midland Company that company shall make such additions or alterations and the expense thereof shall be repaid to them by the Company forthwith on demand and the cost of maintenance and working of any such additional or altered signal cabins signal posts signals or other works as shall have become necessary by reason of the works of the Company shall forthwith on demand be repaid to the Midland Company by the Company :
- (7) The said railways and junctions where the same will be made upon or across or will otherwise interfere with any railway siding or other work belonging to or worked by the Midland Company shall subject to the foregoing provisions of this enactment be constructed according to plans sections and specifications to be previously approved by the principal engineer of the Midland Company who shall report thereon within one month after the same shall have been submitted to him and any difference thereon between him and the principal engineer of the Company shall (subject as afore-said) be determined by arbitration in manner herein-after provided :
- (8) The Company shall take all possible precautions in the execution of their works to prevent any interference with the free uninterrupted and safe use in the ordinary manner and at the ordinary rate of speed of any railway siding or other work belonging to the Midland Company :
- (9) The Company shall bear and on demand pay to the Midland Company the expense of the employment by that company during the execution of any work affecting any railway siding or other work of that company of a sufficient number of inspectors watchmen and signalmen to be appointed by that company for watching and signalling the same with reference to and during the execution of any such work of the Company and for preventing as far as may be all interference obstruction danger and accident from any of the operations or from the acts or defaults of the Company or their contractors or any person in the employ of the Company or of their contractors with reference thereto or otherwise :

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(10) 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 person in the employ of the Company or of their contractors or otherwise any railway siding or other work of the Midland Company shall be injured or damaged such injury or damage shall be forthwith made good by the Company at their own expense or in the event of their failing so to do then the Midland Company may make good the same and recover the expense thereof with full costs against the Company in any court of competent jurisdiction. And if any interruption shall be occasioned to the traffic of or upon any such railway siding or other work of the Midland Company by reason of any of the matters or causes aforesaid the Company shall pay to the Midland Company all costs and expenses to which that company may be put as well as full compensation to be recoverable with full costs by that company from the Company in any court of competent jurisdiction :

(11) The Company shall at all times maintain the bridges junctions or other works affecting the railways sidings or other works of the Midland Company in substantial repair and good order and condition to the reasonable satisfaction in all respects of the engineer of that company. And if and whenever the Company fail so to do the Midland Company may make and do in and upon as well the lands of the Company as their own lands all such works and things as that company reasonably think requisite in that behalf and the sum from time to time certified by their engineer to be the reasonable amount of such their expenditure shall be repaid to them by the Company and in default of full repayment may be recovered with full costs by the Midland Company from the Company in any court of competent jurisdiction :

(12) If in the opinion of the Midland Company or in case of difference between them and the Company of an arbitrator to be appointed as herein-after provided it shall be necessary for the Midland Company to purchase or pay compensation for any minerals required to be left unworked for the protection and safety of any works constructed under the powers of this Act or for any additional minerals beyond those which but for this Act would have been required to be so left unworked then the Company shall on demand pay to the Midland Company all costs and expenses incurred by them in relation to any such purchase or payment of compensation and the amount of such

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costs and expenses or as the case may be the amount of the additional cost and expenses shall in case of difference be determined by arbitration as herein-after provided :

(13) If the Midland Company shall at any time hereafter be desirous for the purpose of forming branches or sidings to any existing or intended collieries works or manufactories of constructing bridges under or over the said railways by this Act authorised the Company shall afford to the Midland Company all reasonable and proper facilities for the construction of such bridges according to plans to be agreed between the principal engineers of the two Companies or in case of difference to be determined by arbitration as herein-after provided :

(14) If any difference shall arise between the Company and the Midland Company as to the true intent and meaning of this enactment or the mode of giving effect thereto the same shall be determined by arbitration in the manner prescribed by the Railways Clauses Consolidation Act 1845 with respect to the settlement of disputes by arbitration.

For the protection of the Manchester Sheffield and Lincolnshire Railway Company.

30. The powers of this Act with respect to the purchase and acquisition of lands otherwise than by agreement for the purposes of the railways and works hereby authorised and with respect to the making and maintaining of those railways shall unless with the previous consent of the Manchester Sheffield and Lincolnshire Railway Company (herein-after called "the Sheffield Company") in writing under their common seal be exercised only subject to and in accordance with the following provisions :—

(1) The Company shall not without in every case the previous consent of the Sheffield Company under their common seal take use enter upon or interfere with any lands railways sidings canals or other works from time to time belonging to or worked by that company except only so far as shall be necessary for the purpose of making and maintaining the said railways as the same are according to this Act to be constructed :

(2) With respect to any land of the Sheffield Company which the Company is by this Act authorised to use enter upon or interfere with the Company shall not purchase or take the same but the Company may purchase and take and the Sheffield Company may and shall 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 :

- (3) The crossing of the respective railways over or under the Sheffield Company's railway and branches shall be effected at such points within the limits of deviation shown on the deposited plans and in such manner and according to such mode of construction as shall be reasonably approved of by the principal engineer for the time being of the Sheffield Company : A.D. 1897.

Provided always that if the said principal engineer shall for the period of one month neglect or refuse to approve any plans sections or specifications submitted for his approval or shall disapprove the same and in case of the said principal engineer and the engineer of the Company failing to agree or of any difference arising between them then the said portions of railways and the said works shall be constructed according to plans sections and specifications to be submitted to and approved (subject however to the special provisions of this section) by an engineer to be agreed upon or in default of agreement to be appointed at the request of either the Company or the Sheffield Company by the president for the time being of the Institution of Civil Engineers :

- (4) The Midland Junction (Beighton) Railway shall be carried over the Waleswood Curve of the Sheffield Company by means of a girder-bridge the abutments whereof shall be parallel to the existing Sheffield Company's railway and having a clear span of fifty-two feet measured on the square with a clear headway above the surface of the Sheffield Company's rails of fourteen feet six inches for the entire width thereof :

The Temple-Normanton and Grassmoor Branch Railway B shall be carried under the Chesterfield Branch Railway of the Sheffield Company by means of a covered way or bridge to carry four lines of way in width and the said railway shall be constructed through the entire width of the Sheffield Company's land adjoining with retaining-walls or abutments suitable for extending the said covered way or bridge and the Company shall at any time when called upon to do so by the Sheffield Company complete such extension of the covered way or bridge with a steel superstructure of equal strength to the portion constructed for the four main lines :

Except for the purpose of carrying the Midland Junction (Beighton) Railway over the railway of the Sheffield Company and carrying the Temple-Normanton and Grassmoor Branch Railway B under the Chesterfield Branch Railway in manner herein-before provided the Company shall not take use enter

A.D. 1897.

upon or interfere with any land and works of the Sheffield Company :

(5) The Company shall bear and on demand pay to the Sheffield Company the expense of the employment by that company during the execution of any work affecting any railway siding canal or other work of that company of a sufficient number of inspectors watchmen and signalmen to be appointed by that company for watching and signalling the same with reference to and during the execution of any such work of the Company and for preventing as far as may be all interference obstruction danger and accident from any of the operations or from the acts or defaults of the Company or their contractors or any person in the employ of the Company or of their contractors with reference thereto or otherwise and if by reason of the construction of the railways and works by this Act authorised it shall become necessary to add to or alter any signals signalling and telegraph or other electrical appliances upon the said railway of the Sheffield Company the same shall be so added to or altered by the Sheffield Company and the reasonable expense thereof including any additional cost of maintenance which the Sheffield Company may be put to by reason or in consequence thereof to be certified by the principal engineer for the time being shall be repaid to the Sheffield Company by the Company :

(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 person in the employ of the Company or their contractors or otherwise any railway siding canal or other work of the Sheffield Company shall be injured or damaged such injury or damage shall be forthwith made good by the Company at their own expense or in the event of their failing so to do then the Sheffield Company may make good the same and recover the expense thereof with full costs against the Company in any court of competent jurisdiction and if any interruption shall be occasioned to the traffic of or upon any such railway siding canal or other work of the Sheffield Company by reason of any of the matters or causes aforesaid the Company shall pay to the Sheffield Company all costs and expenses to which that company may be put as well as full compensation to be recoverable with full costs by that company from the Company in any court of competent jurisdiction :

- (7) The Company shall at all times maintain the bridges arches openings or other works by which their railway is carried under or over the railways sidings canals or other works of the Sheffield Company in substantial repair and good order and condition to the reasonable satisfaction in all respects of the engineer of that company and if and whenever the Company fail so to do the Sheffield Company may make and do in and upon as well the lands of the Company as their own lands all such works and things as the Sheffield Company reasonably think requisite in that behalf and the sum from time to time certified by their engineer to be the reasonable amount of such their expenditure shall be repaid to them by the Company and in default of full repayment may be recovered with full costs by the Sheffield Company from the Company in any court of competent jurisdiction : A.D. 1897.
- (8) The Company shall also maintain the bridges and other works by which the railways shall be so carried over the railways canals and lands of the Sheffield Company at the heights and headways before mentioned and if from any cause whatever any subsidence should occur by which the level of such works shall be lowered then at any time thereafter the Company shall at their own cost when required by the Sheffield Company so to do raise or lift their railways or works over the railways canals and lands of the Sheffield Company to the heights and levels above ordnance datum at which they were originally constructed under the provisions of this Act :
- (9) The Company and their contractors agents servants or workmen shall not in constructing raising or repairing the railway works over or under the railways canals and lands of the Sheffield Company obstruct impede or interfere with the free and uninterrupted and safe use of the railway canals lands or other works of the Sheffield Company or any traffic thereon and if any such obstruction or interference shall be caused or take place contrary to this enactment the Company shall pay to the Sheffield Company all costs and expenses to which that company 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 with full costs by that company in any court of competent jurisdiction :
- (10) If in the opinion of the Sheffield Company or in case of difference between them and the Company of an arbitrator to be appointed as herein-after provided it shall be necessary

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for the Sheffield Company to purchase or pay compensation for any minerals required to be left unworked for the protection and safety of any works constructed under the powers of this Act or for any additional minerals beyond those which but for this Act would have been required to be so left unworked then the Company shall on demand pay to the Sheffield Company all costs and expenses incurred by them in relation to any such purchase or payment of compensation and the amount of such costs and expenses or as the case may be the amount of the additional cost and expenses shall in case of difference be determined by arbitration as herein-after provided :

(11) If the Sheffield Company shall at any time hereafter be desirous for the purpose of forming branches or sidings to any existing or intended collieries works or manufactories of constructing bridges under or over the said railways by this Act authorised the Company shall afford to the Sheffield Company all reasonable and proper facilities for the construction of such bridges according to plans to be agreed between the principal engineers of the two Companies for the time being or in case of difference to be determined by arbitration as herein-after provided :

(12) If any difference shall arise between the respective engineers of the Company and the Sheffield Company as to the reasonableness of the plans sections and specifications herein-before provided for or as to the true intent and meaning of this enactment or the mode of giving effect thereto such difference shall be referred to and determined by an engineer to be mutually nominated by such respective engineers or failing agreement to be appointed by the president of the Institution of Civil Engineers on the application of either party.

Short
distance
charge in
case of
working
agreement.

31. During the continuance of any agreement to be entered into under the provisions of this Act for the working or use of any part of the railways of the Company by any other railway company the railways of the Companies parties to the agreement shall for the purpose of short distance rates and charges be considered as one railway and in estimating the amount of rates and charges in respect of passengers conveyed partly on the railway of the Company and partly on the railway of such other company rates and charges may be charged as for three miles and for every mile or fraction of a mile beyond three miles as for one mile only and in estimating the amount of rates and charges in respect of merchandise traffic conveyed partly on the railway of the Company and partly on the railway of such other company the Company

shall be deemed to be a company connected with the Great Northern Railway Company and specified in the Appendix to the Schedule of Maximum Rates and Charges applicable thereto of the Great Northern Railway Company (Rates and Charges) Order confirmed by the Great Northern Railway Company (Rates and Charges) Order Confirmation Act 1891. A.D. 1897.

32. The powers granted to the Company by the Act of 1891 as extended by the Acts of 1893 and 1895 for the compulsory purchase of lands for the purposes of so much of the Newark and Ollerton Railway as was not abandoned by the Act of 1891 are hereby further extended and may be exercised by the Company for and during a period of two years from and after the fifth day of August one thousand eight hundred and ninety-seven and on the expiration of that period those powers shall cease. Extending time for purchase of land for Newark and Ollerton Railway.

33. The powers granted to the Company by the Act of 1892 as extended by the Act of 1895 for the compulsory purchase of lands for the purposes of the Washingborough Junction Railway and deviation of a portion of the Great Northern Railway respectively authorised by and described in section 4 of the Act of 1892 are hereby further extended and may be exercised by the Company for and during a period of two years from the twenty-seventh day of June one thousand eight hundred and ninety-seven and on the expiration of that period those powers shall cease. Extending time for purchase of land for Washingborough Junction and deviation of portion of Great Northern Railway.

34. The time limited by the Act of 1891 as extended by the Acts of 1893 and 1895 for the completion and opening of the Newark and Ollerton Railway is except as to the portion thereof abandoned by the Act of 1891 hereby further extended for a period of three years from the fifth day of July one thousand eight hundred and ninety-nine and that period shall for the purposes of sections 34 and 35 of the Newark and Ollerton Railway Act 1887 be deemed to be the period limited by that Act for the completion and opening of the railway thereby authorised. Extending time for completion of Newark and Ollerton Railway.

35. The time limited by the Act of 1892 as extended by the Act of 1895 for the completion and opening of the Washingborough Junction Railway and a deviation of a portion of the Great Northern Railway respectively authorised by and described in section 4 of the Act of 1892 is hereby further extended for a period of three years from the twenty-seventh day of June one thousand eight hundred and ninety-nine and that period shall for the purposes of sections 20 and 21 of the Act of 1892 be deemed to be the period limited by that Act for the completion and opening of the said junction and deviation railways. Extending time for completion of Washingborough Junction and Great Northern Deviation Railways.

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For better
prevention of
trespass on
railways.

36. Any person who without reasonable cause shall walk along or upon any railway now or hereafter belonging or leased to or worked by the Company solely or in conjunction with any other company or companies except across such railway at an authorised level crossing or who shall in any way trespass upon such railway shall without having received any personal or other warning than herein-after mentioned forfeit and pay by way of penalty any sum not exceeding forty shillings for every such offence and the provisions of the Railways Clauses Consolidation Act 1845 with respect to the recovery of damages not specially provided for and of penalties and to the determination of any other matters referred to justices shall apply to this enactment. Provided that no person shall be subject to any penalty under this enactment unless it shall be proved to the satisfaction of the justices before whom complaint is laid that by notices painted on boards or printed on paper and pasted on boards or enamelled on metal or otherwise as the Company or companies may think fit and clearly exhibited public warning has been given to persons not to trespass upon the railways and that one or more of such notices has been affixed at the station on that railway and at the public road level crossing (if any) near to the spot where such trespass is alleged to have been committed and such warning shall be renewed as often as the same shall be obliterated or destroyed and no penalty shall be recoverable unless such warning is so placed and renewed. Provided also that no person lawfully crossing any such railway at any level crossing thereof shall be liable to any such penalty as aforesaid. And provided lastly that this enactment shall not interfere with but shall be subject to any future general enactment on the subject of trespassing on railways.

Interest not
to be paid
out of capital.

37. No interest or dividend shall be paid out of any share or loan capital which the Company are by this Act authorised to raise 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
paid out of
capital.

38. 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. 1897.

39. Nothing in this Act contained shall exempt the Company or any other company named in this Act or the railways of any company 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.

40. All costs charges and expenses preliminary to and of and incidental to the preparing applying for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company. Costs of Act.

A.D. 1897.

SCHEDULE referred to in the foregoing Act.

Amount of the share capital of the Company authorised by the recited Acts and this Act	-	£6,175,000
Amount of the loan capital authorised by the same Acts	- - - - -	2,058,290
Total authorised share and loan capital	- - - - -	£8,233,290
Amount of the said share capital (including 600,000 <i>l.</i> of preference capital) appropriated applied to and required for the Chesterfield and Lincoln separate undertaking of the Company	- - - - -	£1,925,000
Amount of the loan capital appropriated to the same undertaking	-	641,660
		£2,566,660
Amount of the share capital appropriated and applicable to the general undertaking of the Company (including the Newark and Ollerton Railway and contingencies)	-	£250,000
Amount of loan capital appropriated to the general undertaking	-	83,330
		£333,330
Amount of reduced share and loan capital	- - - - -	£2,899,990
Balance extinguished	-	5,333,300

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