# CHAPTER lxx.

An Act to confirm the amalgamation of the Dublin and Drogheda, Dublin and Belfast Junction, Irish North-western, and Ulster Railway Companies into one Company under the name of "Great Northern Railway Company (Ireland)," and to define and extend the powers of that Company; and forother purposes. [28th June 1877.]

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Preamble recites 10 & 11 Vict. c. cxi.

WHEREAS by the 27th section of the Dublin and Belfast Junction Railway Amendment Act, 1847, it is enacted that it shall be lawful for the Dublin and Drogheda, the Dublin and Belfast Junction, the Ulster, and the Dundalk and Enniskillen Railway Companies, or any of them, at any time after the passing of that Act, to amalgamate and form themselves into one company, upon such terms and conditions, for such considerations, and subject to such agreements and stipulations as they shall mutually agree upon, but subject nevertheless to the provisions contained in the said Act; and the Act further provides (section 28) that no such amalgamation shall take place without the consent of three fifths at least of the proprietors of each of the companies to be amalgamated present in person or by proxy at two successive general meetings of the respective companies specially convened for the purpose, the second of such meetings to be held after an interval of not less than four weeks after the first of such meetings; and the 29th section of the said Act prescribes the notices for such meetings, and that the same shall state the names of the companies to be amalgamated, the day upon which the amalgamation is to take place, and the intended name of the amalgamated Company; and the subsequent sections of the same Act (30 to 46, both inclusive) relate to the said amalgamation and the conditions and effect thereof:

And whereas "The Dublin and Drogheda Railway (Purchase of Navan Branch) Act, 1847," (sections 25 to 44) contains identically

10 & 11 Vict. c. clxxx.

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the same enactments as are contained in the Act herein-before recited with respect to the amalgamation of the said companies:

Dublin and Drogheda and Dublin and Belfast Junction Companies, Northern Railway Company (Ireland).

And whereas in pursuance of the said powers the Dublin and Drogheda and the Dublin and Belfast Junction Railway Companies were amalgamated upon and from the 1st day of March 1875, under the name of "The Northern Railway Company (Ireland)," separate special meetings of each of the same companies unanimously consenting to the said amalgamation having been held respectively on the 12th day of January and the 27th day of February 1875:

Irish North-western Railway Company. 25 & 26 Vict. c. cxxxix.

And whereas by virtue of "The Irish North-western Railway Act, 1862," the name of the Dundalk and Enniskillen Railway Company was changed to that of "The Irish North-western Railway Company," and in pursuance of the herein-before recited powers the last-named Company was amalgamated as upon and from the 1st day of January 1876 with the Northern Railway Company (Ireland), separate special meetings of each of the same companies unanimously consenting to the said amalgamation having been held respectively on the 4th day of December 1875 and the 4th day of January 1876:

Ulster Railway Company.

And whereas also in pursuance of the said powers the Northern Railway Company (Ireland) and the Ulster Railway Company were amalgamated upon and from the 1st day of April 1876, under the name of "Great Northern Railway Company (Ireland)," separate special meetings of each of the same companies unanimously consenting to the said amalgamation having been held respectively on the 29th day of February and the 31st day of March 1876, and the resolutions of the last-mentioned meetings were the ultimate resolutions passed by the said companies under the said powers:

Great Northern Railway Company (Ireland).

And whereas by virtue of certain of the Acts relating to the four companies, the Great Northern Railway Company (Ireland) have power to raise (but have not issued) the following preference capital:

| | £ | *s.* | *d.* |
|---|---|---|---|
| Dublin and Drogheda 5 per centum preference shares - - | 15,000 | 0 | 0 |
| Irish North-western 5 per centum preference shares - - | 181,956 | 10 | 0 |
| Portadown, Dungannon, and Omagh 4½ per centum preference stock - | 34,550 | 0 | 0 |
| Ulster 4½ preference stock - - | 100,000 | 0 | 0 |
| | £331,506 | 10 | 0 |

And the said Company have also power under the said Acts, or some of them, to raise a further sum of £13,000 Dublin and

Drogheda capital, and a sum of £1,485 5*s.* ordinary capital, and it is expedient that the powers to raise the said capital, amounting to £345,991 15*s.*, should be extinguished, and that in the stead thereof the said Company should be authorised to raise additional capital not exceeding £345,000:

And whereas the Great Northern Railway Company (Ireland) have, by virtue of the said Acts or some of them, powers to borrow sums amounting in the aggregate to £154,100 now unexercised; and it is expedient that all their unexercised powers of borrowing should be extinguished, and that instead thereof new powers of borrowing should be conferred upon them:

And whereas the Acts immediately relating to the Dublin and Drogheda, the Dublin and Belfast Junction, the Irish North-western, and the Ulster Railway Companies are mentioned in the First Schedule to this Act, and the said companies are herein-after referred to as "the four companies:"

And whereas it is conducive to the public convenience and to the economical and convenient management of the undertakings of the four companies that, subject to the provisions herein-after contained, the four companies should be expressly united and incorporated by this Act, and that their undertakings should be under one single management, and that the provisions herein-after contained should be made with respect to the management of the Company, and to the powers of the directors thereof, and to the rights and interests of the shareholders therein, and that powers for the following purposes should be granted to the Company with relation to their undertaking; namely,

The purchase of additional lands for the purposes of their undertaking;

The diversion or alteration of certain roads with a view to abolish the crossings thereof by the railway upon the level; and

The extension of time for the sale of the superfluous lands of the Company:

And whereas plans and sections showing the lines and levels of the works authorised by this Act, and the lands in or through which the same are intended to be made, and plans of the lands which the Company are by this Act empowered to acquire and appropriate, and a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the said lands, have been deposited with the respective clerks of the peace for the counties of Antrim, Armagh, Tyrone, and Louth, and those plans, sections, and book of reference

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are in this Act referred to as the deposited plans, sections, and book of reference respectively:

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

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

Short title.

**1.** This Act may be cited as the "Great Northern Railway (Ireland) Act, 1877."

Certain provisions of general Acts herein named incorporated.

**2.** Part V. (Amalgamation) of "The Railways Clauses Act, 1863;"

"The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Acts (Ireland), 1851, 1860, and 1864," "The Railways Traverse Act;"

"The Companies Clauses Consolidation Act, 1845," as amended by any subsequent Act;

and Parts I., II., and III. of "The Companies Clauses Act, 1863," relating respectively to the cancellation and surrender of shares, to additional capital, and to debenture stock, as amended by any subsequent Act, are (except where expressly varied by this Act) incorporated with and form part of this Act.

And in every case in which any matter or thing is expressly provided for by this Act, the undertaking and affairs of the Company shall be managed, maintained, and regulated by this Act, anything in any of the Acts mentioned in the First Schedule hereto to the contrary notwithstanding.

Interpretation of terms.

**3.** In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; and the expression "the Company" means the "Great Northern Railway Company (Ireland)."

As to deposit of plans with clerks of unions.

**4.** 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 "unions within which such parishes are included in Ireland," or the words "clerk of the union" (as the case may be) had been used and inserted in such sections instead of the expression "the post-

"masters of the post towns in or nearest such parishes in Ireland," or instead of the word "postmasters" (as the case may be).

Defining amalgamated undertaking.

**5.** The undertakings to which the provisions of this Act apply, and which are expressly amalgamated by this Act, are hereby declared to be the several railways, branches, and extensions, stations, sidings, approaches, buildings, fixed plant, and all other works, and all the land and all other the property, estate, moneys, and effects, whether real or personal, and all the rights, powers, and privileges which at the time of the passing of this Act belong to or are vested in the Great Northern Railway Company (Ireland) or which at the respective times of the several amalgamations effected or intended to be effected as herein-before mentioned belonged to or were vested in the four companies respectively, and also the rights, interest, or estate which the Company or the four companies respectively possess, or at the respective dates of the said several amalgamations possessed, in or respecting any railways, stations, canals, or works jointly or in common with any other company, and also all rights, powers, and privileges which the Company enjoys or is entitled to exercise, or which the four companies would but for the amalgamation thereof have respectively enjoyed or been entitled to exercise over or respecting other undertakings.

Incorporation of Company.

**6.** The several persons and corporations who immediately before the passing of this Act were or were entitled or intended to be holders of shares or stock in the capital of the Great Northern Railway Company (Ireland), and all other persons and corporations who shall hereafter become holders of shares or stock in the capital of the Company, and their executors, administrators, successors, and assigns respectively, are hereby united into a company for the purpose of maintaining the amalgamated undertaking herein-before defined, and for other the purposes of this Act, and for those purposes are hereby incorporated by the name of "Great Northern Railway Company (Ireland)," and by that name shall be a body corporate, with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property for the purposes of the said undertaking.

Vesting undertakings of four companies in Great Northern Railway Company (Ireland).

**7.** Upon and from the passing of this Act the aforesaid undertakings which are expressly amalgamated by this Act, and all the estate, right, title, and interest in and to the said undertakings, and all the rights, privileges, easements, powers, and authorities incident to or affecting the same, are (subject to the existing charges, debts, leases, covenants, contracts, engagements, obligations, and liabilities of the four companies, and the Northern Railway Com-

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pany (Ireland), and the Company respectively) absolutely vested in the Company hereby incorporated, and shall and may be fully held, possessed, enjoyed, used, exercised, and executed by the Company, and thereupon and thenceforth the said undertakings shall be amalgamated and shall be and constitute one united undertaking, and shall be deemed to be and shall be the undertaking of the Great Northern Railway Company (Ireland), and shall be called and known by the name of "Great Northern Railway (Ireland):" Provided that all acts done or contracts made or liabilities incurred by the Northern Railway Company (Ireland) or by the Great Northern Railway Company (Ireland) since the aforesaid dates of the aforesaid amalgamations of the four companies respectively shall be valid and effectual, and shall accrue to the benefit of and be binding on and attach to the Company hereby incorporated.

Directors.

**8.** The following enactments shall apply to the directors of the Company:

Reduction of number.

(*a.*) The directors of the Company at the time of the passing of this Act shall remain in office until the first ordinary meeting of the Company in the year one thousand eight hundred and seventy-eight, and any vacancy occasioned by any other cause than going out of office by rotation shall not be filled up until the number of directors shall be reduced to fifteen, and thenceforth the number of the directors of the Company shall (subject to the provisions of this Act as to the further reduction of that number) be fifteen:

Rotation.

(*b.*) At the first ordinary general meeting of the Company which shall be held in the year one thousand eight hundred and seventy-eight, one third or as nearly one third as may be of the then directors of the Company, to be determined by ballot among themselves, unless they shall otherwise agree, shall go out of office; at the first like meeting of the same Company which shall be held in the year one thousand eight hundred and seventy-nine, one half or as nearly one half as may be of the remaining number of the aforesaid directors, to be determined as aforesaid, shall go out of office; at the first like meeting of the same Company which shall be held in the year one thousand eight hundred and eighty, the remainder of the aforesaid directors shall go out of office; and in each instance the places of the retiring directors shall be supplied by an equal number of qualified proprietors; and at the first like meeting of the same Company in every subsequent

year one third or as nearly one third as may be of the directors, being those who have been longest in office, shall go out of office, and their places shall be supplied in like manner; nevertheless every director so retiring from office may be re-elected immediately or at any future time, and after such re-election shall, with reference to going out by rotation, be considered a new director:

Further reduction.

(*c.*) At any time after the number of directors shall have been reduced to fifteen in manner provided by this Act, the Company may from time to time further reduce the number of directors, so that it be not less than nine:

Meetings.

(*d.*) The meetings of the directors shall be held in Dublin and in Belfast, and of the said meetings one in every three shall be held in Belfast:

Quorum.

(*e.*) The quorum of a meeting of the directors of the Company shall be twelve while their number is more than twenty, nine while their number is more than fifteen and not more than twenty, seven while their number is more than nine and not more than fifteen, and five if and when their number is nine:

Traffic committee.

(*f.*) A traffic committee of the directors to be appointed by them shall meet in Belfast:

Quorum of committee.

(*g.*) The quorum of a committee of directors of the Company shall be three:

Qualification.

(*h.*) The qualification of each existing director at the passing of this Act until his retirement by rotation shall be the possession in his own right of ordinary stock of the Company of the nominal value of not less than one thousand pounds, and the qualification of a director appointed after the passing of this Act shall be the possession in his own right of like ordinary stock of the nominal value of not less than two thousand pounds.

Times and places of meetings of Company.

**9.** In each year one of the ordinary general meetings of the Company shall be held in Dublin, and the other of such ordinary general meetings shall be held in Belfast, and unless otherwise determined by the Company the said meetings shall be held in the months of February and August in each year.

Votes of shareholders.

**10.** At all general meetings, whether ordinary or special, of the Company, every holder of ordinary or guaranteed stock therein, or of such preference shares or stock therein as shall confer a right to vote, shall have one vote for every one hundred pounds of such stock or stocks or shares up to ten thousand pounds, and he shall

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have an additional vote for every five hundred pounds of such stock or stocks or shares held by him beyond the first ten thousand pounds.

Capital.

**11.** Subject to the provisions of this Act with reference to the cancellation of unexercised powers, the capital of the Company shall be the authorised capital of the Great Northern Railway Company (Ireland), as existing immediately before the passing of this Act, and the various proprietors of stock and shares in the capital of the Company shall be entitled to the priorities existing at the passing of this Act in respect of the stock and shares in that capital.

Power to raise additional capital.

**12.** All and every the powers vested in the Company for raising the aforesaid sum of three hundred and thirty-one thousand five hundred and six pounds ten shillings, and thirteen thousand pounds, and one thousand four hundred and eighty-five pounds five shillings capital, together amounting to three hundred and forty-five thousand nine hundred and ninety-one pounds fifteen shillings, are hereby extinguished, and in lieu thereof the Company may for the general purposes of their undertaking from time to time raise any further capital not exceeding in the whole three hundred and forty-five thousand pounds by the creation and issue of shares or stock, and the Company may create and issue such shares or stock either wholly or partly as ordinary or wholly or partly as preferential shares or stock, as they may think fit.

Application of sums raised under this Act.

**13.** All and every part of the sums of money which the Company are by this Act authorised to raise shall be applied only to the purposes of the Company.

As to guaranteed and preference stocks of the four companies.

**14.** The guaranteed and preference stocks of any of the four companies subsisting at the time of the passing of this Act shall be deemed to be guaranteed and preference stocks respectively of the Company, and shall rank for payment of dividends according to their respective priorities.

Borrowed capital.

**15.** From and after the passing of this Act, all subsisting mortgages and debenture stock heretofore issued by the four companies respectively shall be charged and rank equally upon the whole amalgamated undertaking: Provided nevertheless, that nothing contained in this Act shall deprive any holder of existing mortgages or debenture stock of any lien or right that he may possess upon the specific undertaking on which the said mortgages and debenture stock are charged.

As to borrowing powers.

**16.** All powers vested in the Company or in any one or more of the four companies for borrowing money upon mortgage, debenture, or debenture stock which shall not have been exercised by them at the passing of this Act, other than powers of re-borrowing by the Company, are hereby extinguished, and instead thereof the Company may borrow upon the credit and security of the whole amalgamated undertaking any sum not exceeding in the whole one hundred and fifty-five thousand pounds, in addition to any money owing by them on mortgage, debenture, or debenture stock at the passing of this Act.

Existing mortgages to have priority.

**17.** All mortgages heretofore issued by the four companies or any of them, or the Northern Railway Company (Ireland), or the Great Northern Railway Company (Ireland) respectively, and subsisting at the passing hereof, shall, during the continuance of such mortgages, have priority over any mortgages granted by virtue of this Act, but nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Debenture stock.

**18.** The Company may create and issue debenture stock, subject to the provisions of Part III. of "The Companies Clauses Act, 1863;" but, notwithstanding anything therein contained, the interest of all debenture stock at any time after the passing of this Act created and issued by the Company shall rank pari passu with the interest of all mortgages at any time after the passing of this Act granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Fixing days of payment of interest on mortgages, &c.

**19.** The directors of the Company may determine that the interest on the various debenture stocks and mortgages charged on the undertakings of the four companies respectively shall, after such notice thereof as the directors may deem sufficient, fall due and be payable on the same half-yearly days, and upon the first of the days so fixed they shall pay such sums in excess of the half-year's interest or less than the said half-year's interest, as the case may require.

Fractional parts of stock.

**20.** Where any person or corporation is entitled to any fractional part of a pound of stock of any denomination, the Company may at their option receive from such person or corporation such a sum in cash as will make up an even pound, or pay to such person or corporation in cash the amount of such fractional part, and after the passing of this Act no fractional amount of a pound of any stock of the Company shall be transferable.

Advertisements.

**21.** Notwithstanding anything contained in any of the Acts relating to any of the four companies, all notices required to be

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advertised shall be published in two newspapers, one circulating in the city of Dublin and one circulating in the town of Belfast, and such publication thereof shall be sufficient.

Limiting tolls.

**22.** Notwithstanding anything contained in this or in any Act specified in the First Schedule hereto, the Company shall not demand and take tolls, rates, and charges higher than those prescribed in "The Dundalk and Enniskillen Railway Act, 1845," and "The Dundalk and Enniskillen Extensions Act, 1855," but the Company may demand and take for and in respect of their undertaking the tolls, rates, and charges prescribed in the said Acts; provided that the toll which the Company may demand and take per mile in respect of passengers conveyed upon the railway shall be one penny and a halfpenny instead of one halfpenny as specified in section 26 of the said Act of 1845, but this proviso shall not be construed to alter or affect the maximum rate of charge which may be made under the said Acts for the conveyance of passengers.

Alteration of roads.

**23.** The Company may on the lands shown on the deposited plans and described in the deposited book of reference, and according to the levels shown on the deposited sections, divert the roads hereinafter described, and when the substituted roads shall have been constructed and be fit for public use to the satisfaction of the grand juries of the counties of Louth and Antrim respectively, all rights of way over so much of the existing roads as is rendered unnecessary by the new or substituted roads shall cease, and so much of the soil of the existing roads as lies between the fences of the Company's railway shall vest in and belong to the Company, and thenceforth the new or substituted roads shall be vested in and maintained by the same persons as own and maintain the existing road:

(*a.*) A road in the townland of Lambeg South, in the parish of Lambeg, in the county of Antrim, where the same crosses the railway of the Company between the Dunmurry and Lisburn stations thereof:

(*b.*) A road in the townland of Lower Marshes, in the parish of Dundalk, in the county of Louth, where the same crosses the railway of the Company between the Barrack Street Station, in the town of Dundalk, and the Dundalk Junction Station.

Power to purchase additional lands.

**24.** Subject to the provisions of this Act the Company, in addition to the other lands which they are by this Act authorised to acquire, may enter upon and take for the purposes of their under-

taking the lands herein-after described which are delineated upon the deposited plans and described in the deposited books of reference; (that is to say,)

(*a.*) Lands in the townland of Ballybrannon and parish of Grange, in the county of Armagh, between the Richhill and Armagh stations of the Company:

(*b.*) Lands in the townland of Lisdown and parish of Eglish, in the county of Armagh, between the Armagh and Killylea stations of the Company:

(*c.*) Lands in the townlands of Aghnanereagh and Tremoge, in the parish of Termonmaguirk, in the county of Tyrone, between the Pomeroy and Carrickmore stations of the Company.

Period for compulsory purchase of lands.

**25.** The powers of the Company for the compulsory purchase of lands for the purpose of this Act shall not be exercised after the expiration of three years from the passing of this Act.

For protection of Post Office telegraphs.

**26.** If in the execution of the works by this Act authorised the Company desire to alter, remove, or otherwise interfere with any telegraph poles, wires, or telegraph apparatus belonging to Her Majesty's Postmaster General, and not situate upon the Company's railway or works connected therewith, the following provisions for the protection of Post Office telegraphs shall apply; (that is to say,)

Notice to be given before interfering with telegraphs.

Before the Company alter, remove, or interfere with any such telegraph poles, wires, or telegraph apparatus, the Company shall give to the Postmaster General one calendar month's previous notice in writing of such intended alteration, removal, or other interference, specifying all requisite and proper particulars relating thereto, and if the Postmaster General shall, before the expiration of one calendar month after the service upon him of the said notice from the Company, give the Company notice of his intention so to do, he may execute at the cost of the Company, and thereafter at his own expense maintain, the works specified in the Company's notice, and such other works, substituted wires, and conveniences as may be reasonably required for making good the telegraph poles, wires, or telegraph apparatus so required to be altered, removed, or interfered with, using all due despatch in the execution thereof, and not interfering with or obstructing the use of the railway. If at the expiration of one calendar month the Postmaster General shall not have commenced such works, then such alteration, removal, or interference may be

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carried out by the Company, but so as to cause no impediment or obstruction whatsoever to the due transmission of messages along such wires or at the option of the Postmaster General, along substituted wires to be provided by the Company at their own expense to the satisfaction in all respects of the Postmaster General:

Compensation by Company to Postmaster General, and penalty.

Subject to the provisions of this section the Company shall from time to time make full compensation to Her Majesty's Postmaster General for any expense, loss, or damage which he is put to or sustains by reason of any such alteration, removal, or other interference with any telegraph post, wire, apparatus, or work of the Postmaster General causing any interruption of or impediment to postal telegraphic communication; and the Company shall, in addition to making compensation as aforesaid, be liable to forfeit a sum not exceeding twenty pounds for every twenty-four hours during which that interruption or impediment continues; the amount of any such expense, loss, damage, or forfeiture shall be a debt due from the Company to the Crown, and be recoverable accordingly with costs, or the same may be recovered with costs on behalf of the Postmaster General as a penalty is recoverable from the Company:

Saving for Telegraph Act and agreements.

Nothing in this Act relating to Her Majesty's Postmaster General shall take away, abridge, or prejudicially affect any right, power, estate, or interest of the Postmaster General or of the Company under or by virtue of the Telegraph Act, 1868, or any agreement between the Company and the Postmaster General.

Extending time for sale of certain superfluous lands.

**27.** The Company may, notwithstanding anything to the contrary in "The Lands Clauses Consolidation Act, 1845," or in any Act relating to the Company with which that Act is incorporated, retain and hold any lands belonging to them which have not yet been applied to the purposes of the Company or sold or disposed of by them in the parishes enumerated in the Second Schedule to this Act for the periods following, that is to say, as regards such of the lands as are situate near to or adjoining any railway or station of the Company, or as the Company may be of opinion that they may require for the purposes of stations, sidings, or other conveniences, 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 two years from the passing of this Act; but the Company shall at the expiration of such respective periods of ten years and two years sell and dispose of all such parts of those lands respectively as shall not then have

been applied to or are not then required for the purposes of their undertaking as superfluous lands.

Mutual facilities for English and Irish traffic.

**28.** For the purpose of facilitating the transmission of traffic between England and Ireland, passing in England by the ports of Fleetwood, Liverpool, or Holyhead, and having to pass over the railways or any part of the railways of the Company, and over the railways or any part of the railways of the London and North-western or of the Dundalk, Newry, and Greenore Railway Companies (who are herein-after referred to as the two companies), be it enacted as follows:

(1.) Section 43 of "The Dundalk and Greenore Railway Act, 1867," and section 11 of "The Dublin and Drogheda Railway Act, 1873," are hereby repealed:

(2.) Within three calendar months after notice in writing under their respective common seals shall have been given by the Company to the two companies, or by the two companies or either of them to the Company, of their respective desire to put into operation the provisions herein-after contained, the said several companies shall mutually afford to each other all usual and necessary facilities for the due transmission of such traffic as if it were their own respective proper traffic, including through booking, through invoicing, through rates and fares, and, where passing over the railways of the respective companies, through carriages, waggons, and trucks, on such terms and at such rates of charge and with such division thereof as shall, if not agreed upon between the Company on the one hand and the two companies respectively on the other hand, be from time to time determined by arbitration in the manner prescribed by "The Railway Companies Arbitration Act, 1859:"

(3.) Nothing contained in this enactment shall vary or invalidate the several agreements entered into between the two companies and the Irish North-western Railway Company, and set forth in the Second Schedule to the "London and North-western Railway (England and Ireland) Act, 1874," or any agreements and arrangements between the two companies and the Irish North-western Railway Company thereunder.

Interest not to be paid on calls paid up.

**29.** The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him: Provided always, that this Act shall not prevent the Company

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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.

**30.** 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.

Railways not exempt from provisions of present and future general Acts.

**31.** Nothing in this Act contained shall exempt the Company or the railways of the 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.

Expenses of Act.

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

## SCHEDULE I.

### ACTS IMMEDIATELY RELATING TO THE FOUR COMPANIES.

### Part I.

### The Dublin and Drogheda Railway Company.

6 & 7 William IV. cap. 132. (1836).—"An Act for making a railway from Dublin to Drogheda."

1 Vict. cap. 106. (1837).—"An Act to alter the line of the Dublin and Drogheda Railway, and to amend the Act relating thereto."

3 & 4 Vict. cap. 106. (1840).—"An Act to alter and amend the Acts passed for making a railway from Dublin to Drogheda."

8 & 9 Vict. cap. 128. (1845).—"An Act to enable the Dublin and Drogheda Railway Company to make a branch railway to Howth, and to amend the Acts relating to such Company."

10 & 11 Vict. cap. 100., "The Dublin and Drogheda Railway, Navan to Kells Branch, Act, 1847."—An Act to enable the Dublin and Drogheda Railway Company to make a railway from the Navan Branch of the Dublin and Belfast Junction Railway, in the county of Meath, to the town of Kells in the same county.

10 & 11 Vict. cap. 180., "Dublin and Drogheda Railway (Purchase of Navan Branch) Act, 1847."—An Act to authorise the purchase by the Dublin and Drogheda Railway Company of the Navan Branch of the Dublin and Belfast Junction Railway, and to authorise the Dublin and Drogheda, the Dublin and Belfast Junction Railway, with a branch from Drogheda to Navan, the Ulster, and the Dundalk and Enniskillen Railway Companies, or any of them, to amalgamate with one another.

13 & 14 Vict. cap. 45., "The Dublin and Drogheda Railway Act, 1850."—An Act to grant further powers to the Dublin and Drogheda Railway Company for raising money by the creation of shares in lieu of borrowing on mortgage, and to amend the Acts relating to the Dublin and Drogheda Railway.

22 & 23 Vict. cap. 37., "The Dublin and Drogheda Railway Act, 1859."—An Act to enable the Dublin and Drogheda Railway Company to create debenture stock, and to issue new shares for redeeming existing preference shares subject to redemption, and to enlarge their station at Dublin; and for other purposes.

23 & 24 Vict. cap. 114., "The Dublin and Drogheda Railway Act, 1860."—An Act to enable the Dublin and Drogheda Railway Company to extend their railway from Kells to Oldcastle; and for other purposes.

32 & 33 Vict. cap. 108., "The Dublin and Drogheda Railway (North Wall Extension) Act, 1869."—An Act for enabling the Dublin and Drogheda Rail-

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way Company to effect a communication between their railway and the works of the London and North-western Railway Company at the North Wall, Dublin; and for other purposes.

36 & 37 Vict. cap. 130., "The Dublin and Drogheda Railway Act, 1873."—An Act for enabling the Dublin and Drogheda Railway Company to acquire additional lands and to widen bridges; and for other purposes.

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## Part II.

### The Dublin and Belfast Junction Railway Company.

8 & 9 Vict. cap. 130., "The Dublin and Belfast Junction and Navan Railway Act, 1845."—An Act for making a railway from Drogheda to Portadown, with a branch to Navan.

10 & 11 Vict. cap. 111., "Dublin and Belfast Junction Railway Amendment, 1847."—An Act to authorise the sale to the Dublin and Drogheda Railway Company of the Navan Branch of the Dublin and Belfast Junction Railway, and to enable the Dublin and Drogheda, the Dublin and Belfast Junction Railway Company, with a branch from Drogheda to Navan, the Ulster, and the Dundalk and Enniskillen Railway Companies, or any of them, to amalgamate with one another.

13 & 14 Vict. cap. 11., "The Dublin and Belfast Junction Railway Act Amendment, 1850."—An Act to extend the time for the purchase of lands required for the completion of the Dublin and Belfast Junction Railway, and to amend the Acts relating to such railway.

16 Vict. cap. 19., "The Dublin and Belfast Junction Railway Amendment Act, 1853."—An Act to amend the Acts relating to the Dublin and Belfast Junction Railway Company; and for other purposes.

27 Vict. cap. 12., "The Dublin and Belfast Junction Railway Act, 1864."—An Act to alter and regulate the capital and borrowing powers of the Dublin and Belfast Junction Railway Company; and for other purposes.

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## Part III.

### The Irish North-western Railway Company.

8 & 9 Vict. cap. 96. (1846).—"An Act for effecting a railway communication between Dundalk and Enniskillen."

10 & 11 Vict. cap. 65., "The Dundalk and Enniskillen Railway Act, 1847."—An Act to alter and amend several of the powers and provisions of the Act relating to the Dundalk and Enniskillen Railway.

13 & 14 Vict. cap. 76., "The Dundalk and Enniskillen Railway Act, 1850."—An Act to extend the powers of the Dundalk and Enniskillen Railway Company for the purchase of lands and completion of works on part of their railway; and for other purposes.

15 Vict. cap. 41., "The Dundalk and Enniskillen Railway Act, 1852."—An Act to amend the Acts relating to the Dundalk and Enniskillen Railway, and to extend the same from Ballybay to Enniskillen.

18 & 19 Vict. cap. 105., "The Dundalk and Enniskillen Railway Extension Act, 1855."—An Act to enable the Dundalk and Enniskillen Railway Company to construct extension railways; and for other purposes.

20 & 21 Vict. cap. 104., "The Dundalk and Enniskillen Railway Act, 1857."—An Act to enable the Dundalk and Enniskillen Railway Company to make certain deviations and alterations in their line and works; and for other purposes connected with their undertaking.

21 & 22 Vict. cap. 16., "Dundalk and Enniskillen Railway (Capital) Act, 1858."—An Act to enable the Dundalk and Enniskillen Railway Company to raise further money; and for other purposes.

22 Vict. cap. 51., "Dundalk and Enniskillen Railway Act, 1859."—An Act to enable the Dundalk and Enniskillen Railway Company to make new lines of railway to Cavan and Belturbet; and for other purposes.

25 & 26 Vict. cap. 139., "Irish North-western Railway Act, 1862."—An Act for changing the name of the Dundalk and Enniskillen Railway Company to the name The Irish North-western Railway Company, and for authorising them to make and maintain an additional line of railway and other works, and to make arrangements with other companies and public bodies, and to raise further moneys; and for other purposes.

26 & 27 Vict. cap. 236., "Irish North-western Railway (Quay Extension) Act, 1863."—An Act to empower the Irish North-western Railway Company to extend their railway along the quays of Dundalk; and for other purposes.

27 & 28 Vict. cap. 253., "Irish North-western Railway Act, 1864."—An Act for the discharge of debts of the Irish North-western Railway Company, and for authorising divers arrangements between that company and other railway companies; and for other purposes.

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## Part IV.

### The Ulster Railway Company.

6 William IV. cap. 33 (1836).—"An Act for making a railway from the town of Belfast to the city of Armagh in the province of Ulster in Ireland."

8 & 9 Vict. cap. 114., "The Ulster Railway Extension Act, 1845."—An Act to amend the Act relating to the Ulster Railway Company, and to enable the said Company to make a railway from Portadown to Armagh.

18 Vict. cap. 53., "The Ulster Railway Act, 1855."—An Act to enable the Ulster Railway Company to make a railway from Armagh to Monaghan, and to enlarge their station at Belfast; and for other purposes.

19 Vict. cap. 18., "The Ulster and Portadown and Dungannon Railways Act, 1856."—An Act to enable the Ulster Railway Company to subscribe towards the undertaking of the Portadown and Dungannon Railway Company, and to authorise certain arrangements between the said companies; and for other purposes.

22 & 23 Vict. cap. 41., "The Ulster Railway Act, 1859."—An Act to enable the Ulster Railway Company to extend their railway from Monaghan to Clones, and to enlarge their stations at Belfast and Portadown, and to make arrangements with the Dundalk and Enniskillen Railway Company, and to create debenture stock; and for other purposes.

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38 & 39 Vict. cap. 37., "The Ulster and Portadown, Dungannon, and Omagh Junction Railway Companies Amalgamation Act, 1875."—An Act to amalgamate the undertaking of the Portadown, Dungannon, and Omagh Junction Railway Company with that of the Ulster Railway Company, and to confer further powers on the last-named company with respect to their own undertaking.

NOTE.—This Act contains a schedule enumerating the Acts relating to the Portadown Company.

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## SCHEDULE II.

### SUPERFLUOUS LANDS.

PARISHES of St. Thomas, in the county of the city of Dublin; Killester, Kilbarrack, Howth, Baldoyle, Malahide, Lusk, Holmpatrick, and Balbriggan, in the county of Dublin; St. Mary's, partly in the county of the town of Drogheda and partly in the county of Meath; and Julianstown, Colp, Duleek, Knockcommon, Painstown, Navan, Ardbracken, Donaghpatrick, Kells, and Oldcastle, in the county of Meath.

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