CHAPTER cxxxiii.

An Act to confer additional powers upon the Midland Railway Company and the Midland and Great Northern Railways Joint Committee for the construction of works and the acquisition of lands to make provision for the transfer of the undertaking of the Cheltenham Station Company to the Midland Railway Company and for other purposes. [6th July 1895.] A.D. 1895.

WHEREAS it is expedient that the Midland Railway Company (in this Act called "the Company") should be empowered to construct the new railways and to acquire and hold and to maintain the existing railways and to exercise the other powers in this Act mentioned and also to acquire retain hold and use additional lands for the purposes of this Act and for extending their station siding warehouse coal wharf depôt mineral goods and other accommodation and for other purposes connected with their undertaking and should also be empowered to retain and hold for those purposes certain other lands which they have purchased by agreement:

And whereas it is expedient that the Midland and Great Northern Railways Joint Committee incorporated by the Midland and Great Northern Railway Companies (Eastern and Midlands Railway) Act 1893 (in this Act called "the Committee") should be empowered to acquire and hold additional lands for the purposes of their undertaking:

And whereas plans and sections showing the lines and levels of the railways by this Act authorised and plans showing the railway to be acquired and the lands required or which may be taken for the purposes or under the powers of this Act and also books of reference to those plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands were duly deposited with the clerks of the peace for the several counties within which the said railways and other works will be made or are situate and the said lands are situate and those

A.D. 1895.

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

And whereas it is expedient that the time limited by the Midland Railway Act 1892 for the purchase of lands for and for the construction of the Heysham branches and the Dore and Sheffield widening respectively by that Act authorised should be extended;

And whereas it is expedient that further powers should be conferred upon the Company with respect to the sale or other disposal of lands acquired by them which are not or eventually may not be required for the purposes of their undertaking:

And whereas it is expedient that some of the powers and provisions of existing Acts relating to the Company should be amended as provided by this Act:

And whereas by the Cheltenham Station Act 1890 the Cheltenham Station Company (in this Act called "the Station Company") was incorporated and authorised to construct a new station at Cheltenham for the accommodation of the traffic of the Midland and South Western Junction Railway Company (in this Act called "the Junction Company") and it is expedient that provision should be made for vesting in the Company the undertaking of the Station Company and that the agreement with reference thereto set forth in the Second Schedule to this Act and the agreement between the Company and the Junction Company set forth in the Third Schedule to this Act should be confirmed:

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

And whereas it is expedient that the Great Northern Railway Company should be empowered to apply their funds to the purposes of this Act in which they are interested:

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 :— A.D. 1895.

Short title.

1. This Act may be cited for all purposes as the Midland Railway Act 1895.

Incorporation of general Acts.

2. The following Acts and parts of Acts are except where expressly varied by this Act incorporated with and form part of this Act (that is to say) :—

The Lands Clauses Acts :

The Railways Clauses Consolidation Act 1845 :

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

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

The transfer or transmission of shares ;

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

The conversion of borrowed money into capital :

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

Interpretation.

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

The expression "the railways" means the new railways by this Act authorised to be made by the Company and the railways authorised to be acquired and maintained by them respectively :

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

Power to Company to make new railways &c.

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

A.D. 1895.

The railways and works herein-before referred to and authorised by this Act to be made by the Company are—

(Hoyland Curve.)

A railway two furlongs and seven chains in length to be called the Hoyland Curve commencing in the township of Wombwell in the parish of Darfield in the West Riding of the county of York by a junction with the Hemingfield deviation of the Chapeltown Branch Extensions authorised by the Midland Railway Act 1894 and terminating in the township of Nether Hoyland in the parish of Wath-upon-Dearne in the said West Riding at a point on the tramway of the Hoyland Silkstone Coal and Coke Company Limited fifteen chains or thereabouts measured along that tramway in a north-westerly direction from the level crossing thereof by the public road leading from Elsecar to Jump known as Cobcar Lane:

(Heysham Branch Deviations.)

Two railways to be called the Heysham Branch Deviations situate wholly in the township of Heysham in the parish of Heysham in the county of Lancaster:

No. 1 two miles two furlongs and eight chains in length commencing by a junction with the Company's Heysham Branch No. 1 authorised by the Midland Railway Act 1892 in the field numbered 12 in the said township and parish on the plans deposited for the purposes of that Act with the clerk of the peace for the county of Lancaster and terminating by a junction with the said branch in the field numbered on the said plans 104 in the said township and parish:

No. 2 one furlong and five chains in length commencing by a junction with the intended Deviation No. 1 at a point fourteen chains or thereabouts measured in an easterly direction from the termination thereof and terminating by a junction with the Heysham Branch No. 3 authorised by the said Act in the field numbered on the said plans 109 in the said township and parish.

Power to acquire Cransley Branch Extension.

5. Subject to the provisions of this Act the Company may enter upon take and use and appropriate and hold as part of their undertaking the railway herein-after described and all stations works and conveniences connected therewith and the lands on which the same is constructed which railway and lands are delineated on the deposited plans and described in the deposited books of reference relating thereto (that is to say):—

A railway to be called the Cransley Branch Extension commencing in the parish of Cransley in the county of Northampton by a junction with the Company's Cransley branch and terminating in the parish of Mawsley in the same county at or

near the southern extremity of the tramway belonging or reputed to belong to the Loddington Ironstone Company Limited.

Sanctioning Grimethorpe Branch.

6. The construction by the Company of the railway next hereinafter described is hereby sanctioned and confirmed and the Company may subject to the provisions of this Act maintain and use the same as part of their undertaking (that is to say) :—

A railway six furlongs and six chains in length to be called the Grimethorpe Branch commencing in the township of Cudworth in the parish of Royston in the West Riding of the county of York by a junction with the Company's North Midland Railway at or near the Storr's Mill Junction signal box thereon and terminating in the township of Brierley in the parish of Felkirk in the said riding in the field numbered 17 on the $\frac{1}{2500}$ Ordnance map.

Rates and charges for railways.

7. The railways shall for the purposes of maximum rates and charges for merchandise traffic (including perishable merchandise by passenger train) be part of the railway of the Company as if the same had been part of the Midland Railway at the date of the passing of the Midland Railway Company (Rates and Charges) Order Confirmation Act 1891 and shall for all other purposes be part of the undertaking of the Company as authorised by the Midland Railway Consolidation Act 1844.

Company not liable to repair surface of road level of which is not permanently altered.

8. Notwithstanding anything contained in section 46 of the Railways Clauses Consolidation Act 1845 the Company shall not be liable to maintain the surface of any road or public highway which shall be carried over the new railways by this Act authorised or any of them by a bridge or bridges or the immediate approaches thereto except so far as the level of such road or highway or approaches is permanently altered.

For the protection of Charles Twemlow Royds.

9. For the protection and benefit of Charles Twemlow Royds his heirs successors in estate and assigns (in this section included in the expression "the owner") the following provisions shall unless otherwise agreed to in writing between the owner and the Company be observed and have effect with respect to the Heysham Branch Deviations (that is to say) :—

(1) The owner shall have the free right so far as the Company can give it at all times to lay down and remove and maintain sewers drains gas and water pipes for any of the present or future purposes of any of the lands in the parish of Heysham over in through or under any bridge (over or under) cattle creep road or crossing to be provided altered or maintained

A. D. 1895.

by the Company under the provisions of this section or of this Act or the Acts incorporated herewith but so as not to interfere with or prejudicially affect the working or maintenance of the proposed deviations or any works connected therewith:

(2) The Company shall fence off the railway where passing through the property of the owner with such style of fence railing or hedge as he shall reasonably require:

(3) Before removing or interfering with any pond or watering place for cattle or the supply of water thereto the Company shall provide to the reasonable satisfaction of the owner and at such points as he shall approve another pond or watering place in substitution for every pond or watering place so removed or interfered with:

(4) Any dispute or difference which may arise between the owner and the Company with reference to the provisions of this section or in any way arising thereout or as to any works to be carried out in pursuance thereof shall be settled by arbitration by an arbitrator to be appointed by the President for the time being of the Surveyors' Institution on the application of the owner and the Company or either of them and the costs of such arbitration shall be in the discretion of the arbitrator.

For protection of Richard Smalley.

10. In the execution of the works and exercise of the powers by this Act authorised for the construction of the Heysham Branch Deviations Nos. 1 and 2 in the township and parish of Heysham in the county of Lancaster the following provisions for the protection of Richard Smalley (herein-after called "the owner") shall have effect (that is to say):—

(1) In constructing the Heysham Branch Deviation No. 1 where the same will pass through the estate and property of the owner the Company shall carry their railway at least forty yards further from the buildings numbered on the deposited plans 86E in the said township and parish than the position of the centre line as shown on the said plans:

(2) The Company will construct all proper and sufficient works necessary for dealing with the existing drainage on the estate of the owner which may be interfered with by the construction of the said deviations and for providing access by bridges or otherwise to the severed portions of his estate:

(3) The owner shall have the free right at all times hereafter so far as the Company can give it to lay down and remove and maintain sewers drains gas and water pipes over in through

or under any bridge cattle creep road or crossing to be provided altered or maintained by the Company but so as not to interfere with or prejudicially affect the working or maintenance of the proposed deviations or any works connected therewith :

(4) In all cases where it will be necessary in the construction of the deviation railways to raise the level of the public roads adjoining the property belonging to the owner the Company shall provide suitable access from such property to the altered roads :

(5) Before removing or interfering with any pond or watering place for cattle or the supply of water thereto the Company shall provide to the reasonable satisfaction of the owner and at such points as he shall approve another pond or watering place in substitution for every pond or watering place so removed or interfered with :

(6) Any dispute or difference which may arise between the owner and the Company with reference to the provisions of this section or in any way arising thereout or as to any works to be carried out in pursuance thereof shall be settled by arbitration by an arbitrator to be appointed by the President for the time being of the Surveyors' Institution on the application of the owner and the Company or either of them and the costs of such arbitration shall be in the discretion of the arbitrator.

Period for completion of new railways.

11. If the new railways by this Act authorised to be made by the Company are not completed within the period of 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 so much thereof as shall then be completed.

Imposing penalty unless new railways opened within time limited.

12. If the Company fail within the period limited by this Act to complete the Heysham Branch Deviations or either of them they shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the same are completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the uncompleted railway or railways :

The said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in the third section of the Railway and Canal Traffic Act 1854 :

A.D. 1895.

Every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Paymaster-General for and on behalf of the Supreme Court in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after provided:

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

Application of penalty in respect of new railways.

13. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railway or railways in respect of which the penalty has been incurred or any portion thereof or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation shall have been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit:

If no such compensation shall be payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the railway or railways in respect of which the penalty shall have been incurred or any part thereof has or have been abandoned be paid 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 to the Company.

Company to abandon portions of authorised railways.

14. The Company shall abandon the construction of so much of the Heysham Branches Railways No. 1 and No. 3 authorised by the Midland Railway Act 1892 as will be rendered unnecessary by the construction of the Heysham Branch Deviations by this Act authorised.

Compensation for damage to land by entry &c. for purposes of portions of railways abandoned.

15. The abandonment by the Company under the authority of this Act of the said portions of railways shall not prejudice or affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Company on such land for the purpose of surveying and taking levels or probing or boring to ascertain the nature of the soil or setting out of the line of railway and shall not prejudice or affect the right of the owner or occupier of any land which has been temporarily occupied by the Company to receive compensation for such temporary occupation or for any loss damage or injury which has been sustained by such owner or occupier by reason thereof or of the exercise as regards such land of any of the powers contained in the Railways Clauses Consolidation Act 1845 or the Midland Railway Act 1892.

Compensation to be made in respect of portions of railways abandoned.

16. Where before the passing of this Act any contract has been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to the portions of railways authorised to be abandoned by this Act the Company shall be released from all liability to purchase or to complete the purchase of any such lands but notwithstanding full compensation shall be made by the Company to the owners and occupiers or other persons interested in such lands for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice and the amount and application of the compensation shall be determined in manner provided by the Lands Clauses Acts for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Power to make new road and footpath &c.

17. Subject to the provisions of this Act the Company may in the lines shown upon the deposited plans and so far as the same are shown on the deposited sections in accordance with the levels shown on those sections make the new road bridge widening and footpath herein-after described with all proper works and conveniences connected therewith and may exercise the powers herein-after mentioned and may enter upon take and use such of the lands delineated on those plans and described in the deposited books of reference relating thereto as may be required for those purposes and also the lands herein-after described (that is to say) :—

(New road and additional lands at Dore.)

The Company may make a new road in the township and parish of Norton and in the liberty of Beauchief in the county of Derby commencing by a junction with the public road known as Twenty Well Sick Lane leading from Sheffield to Bradway at a point on that road twenty chains or thereabouts measured in a southerly direction from the bridge carrying the said road

A.D. 1895.

over the Company's Chesterfield and Sheffield Railway and terminating by a junction with the said Twenty Well Sick Lane at a point thereon fourteen chains or thereabouts measured in a south-easterly direction from the commencement of the said new road and may stop up and discontinue as a public highway and extinguish all rights of way over so much of Twenty Well Sick Lane as lies between the points of commencement and termination of the proposed new road and they may enter upon take and use certain lands in the said parish and liberty lying on both sides of and adjoining Twenty Well Sick Lane at and near to the points of commencement and termination of the intended new road:

(Widening of bridge—Lincoln.)

The Company may widen to the extent of forty-two feet or thereabouts on the south side thereof the bridge in the parish of Saint Mark in the city and county of the city of Lincoln (parts of Kesteven) which carries the Company's goods lines situate on the north-west side of their Lincoln station over the River Witham and over the public footpath along the west side of the said river:

(Diversion of footpath at Warmley.)

The Company may make a new footpath in the township and parish of Bitton and the township and parish of Siston in the county of Gloucester along the south-west side of the Company's railway from Mangotsfield to Bath and between the existing footpath which crosses the said railway on the level thirteen chains or thereabouts north-west of the bridge carrying the road from Hole Lane to Bridge Yate over the said railway and the road which is carried over the said railway by a bridge seventeen chains or thereabouts north-west of the said level crossing and may stop up and discontinue and extinguish all rights of way over so much of the said existing footpath as lies between the fences of the Company's property:

(Stopping up of footpath at West End Hampstead.)

The Company may in the parish of Saint John Hampstead in the county of London when the more easterly of the two existing public footpaths from Broadhurst Gardens to West End Lane has been improved as agreed with the vestry of the said parish stop up and discontinue and extinguish all rights of way over the more westerly of the said two existing public footpaths which footpath so proposed to be stopped up commences by a junction with the most easterly of the said two footpaths at a point thereon four chains or thereabouts measured along the last-mentioned footpath in a northerly direction from its junction with Broadhurst Gardens and terminates by a junction with the same footpath at another point thereon four chains or thereabouts measured in an easterly direction from West End Lane.

For protection of the corporation of Lincoln.

18. In widening under the powers of this Act the bridge at Lincoln over the River Witham and over the footpath along the west side of that river the following provisions for the protection of the mayor aldermen and citizens of the city of Lincoln (in this section called "the corporation") shall have effect (that is to say):—

(1) The Company shall (A) construct a subway eight feet in width at the least to carry the said footpath under the existing and widened bridge (B) line the said subway with white glazed bricks and (C) pave and drain the said subway to the satisfaction of the surveyor of the corporation and shall to the like satisfaction and at all times hereafter keep all the said works and things so to be provided as aforesaid in good and sufficient repair:

(2) If the Company shall hereafter require to widen or alter the two bridges over the said river and footpath lying to the south of the bridge widened under the powers of this Act or either of them they shall provide a subway of similar dimensions and construction for carrying the said footpath similarly paved and drained under each of the bridges so widened or altered and shall at all times and to the satisfaction of the said surveyor keep all the works and things so to be provided in good and sufficient repair.

Power to acquire lands for general purposes.

19. Subject to the provisions of this Act the Company in addition to the other lands which they are by this Act authorised to acquire may from time to time enter upon take use and appropriate to the purposes of extending their stations sidings warehouses engine sheds workshops coal wharves depôts mineral goods and other works and conveniences for the accommodation of their traffic and for providing accommodation for persons belonging to the labouring classes who may be displaced under the powers of this Act and for other purposes connected with their undertaking all or any of the lands houses and buildings following delineated on the deposited plans thereof and described in the deposited books of reference relating thereto (that is to say):—

In the county of Derby—

Certain lands in the parish of Matlock lying on the south-west side of and adjoining the Company's railway from Manchester to Ambergate north-west of and near to the Matlock Bridge station thereon: (Additional lands at Matlock Bridge.)

In the county of Worcester—

Certain lands in the parish of Bromsgrove lying on the north-east side of and adjoining the Company's railway from Birmingham to Redditch south of and near to the Barnt Green station thereon: (Barnt Green.)

A.D. 1895.

(Blackwell.) Certain lands in the parish of Tutnall and Cobley lying on the north-west side of and adjoining the Company's railway from Gloucester to Birmingham north-east of and near to the Blackwell station thereon:

In the county of Bedford—

(Chiltern Green.) Certain lands in the parish of Luton lying on the east side of and adjoining the Company's railway from Bedford to London at and near the crossing of that railway over the Great Northern Railway Company's railway from Luton to Hatfield:

In the county of Glamorgan—

(Cwm Clydach.) Certain lands in the township of Rhwngdwy Clydach Lower in the parish of Llangyfelach lying on the south-east side of and adjoining the Company's railway from Upper Bank to Pontardawe south-west of and near to the Cwm Clydach Station thereon.

Company may hold certain lands already acquired.

20. The Company may hold and may use and appropriate for any purpose connected with their undertaking the following lands which have already been acquired by them (that is to say):—

Certain lands in the township of Heage in the parish of Duffield in the county of Derby lying on both sides of and adjoining the Cromford Canal and extending for a distance of seventeen chains or thereabouts in a southerly direction from the Ambergate Silkstone Colliery:

Certain lands in the township of Ripley in the parish of Pentrich in the county of Derby situate on both sides of and adjoining the Company's Buckland Hollow Branch and east of the Ambergate Silkstone Colliery:

Certain lands in the parish of Saint Mary Bedford in the county of Bedford situate on the west side of and adjoining the Company's railway from Bedford to London and on the south side of the Kempstone Road:

And the expenditure of money by the Company in or about the purchase of the said lands is hereby sanctioned and confirmed But nothing in this Act shall exempt the Company from any indictment action or other proceeding for nuisance in the event of any nuisance having been or being caused or permitted by them upon any lands houses or property acquired by them as aforesaid and to which this section relates.

Provisions as to repair of roads &c.

21. Subject to the provisions of this Act the new road and footpath to be made under the authority of the section of this Act of which the marginal note is "Power to make new road and footpath &c." (except the stone iron or other structure (if any) carrying the new road or footpath over the railway which structure shall unless otherwise agreed be repaired and maintained by and at

the expense of the Company) shall when made and completed be from time to time repaired and maintained by and at the expense of the same parties in the same manner and to the same extent as other roads of the same nature within the parish in which such road and footpath will be situate are from time to time liable to be repaired or maintained:

If any question shall arise between the Company and any of such parties as to the due completion of such road or footpath such question shall from time to time be determined by two justices on the application of either of the parties in difference and after not less than seven days' notice to both parties of the sitting of such justices for the purpose and the certificate of such justices of the due completion of such road or footpath shall be conclusive evidence of the fact so certified.

As to vesting of site and soil of portions of roads &c. stopped up.

22. The site and soil of the road and footpath or portions thereof by this Act authorised to be stopped up and discontinued and the fee-simple and inheritance thereof (except where by this Act otherwise provided) if the Company are or if and when under the powers of this Act or of any other Act relating to the Company already passed they become the owners of the lands on both sides thereof shall from the time of the stopping-up thereof respectively but subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway be wholly and absolutely vested in the Company for the purposes of their undertaking.

Extinguishment of rights of way &c.

23. Subject to the provisions of this Act all rights of way over and along the portions of highways which may under the provisions of this Act be stopped up and discontinued and over and along any of the lands which may under those provisions be acquired by compulsion shall be and the same are as from the stopping-up or discontinuance of the said portions of highways or the purchase or acquisition of the said lands hereby extinguished.

Roads &c. not to be stopped up until substituted work completed.

24. The Company shall not stop up any existing road or footpath until they shall have completed to the satisfaction of two justices and opened to the public the road or footpath if any to be substituted therefor.

Power to Committee to acquire lands for general purposes.

25. Subject to the provisions of this Act the Committee in addition to the other lands which they are by this Act authorised to acquire may from time to time enter upon take use and appropriate for purposes connected with their undertaking all or any of the lands houses and buildings following delineated on the

A.D. 1895.

deposited plans thereof and described in the deposited books of reference relating thereto (that is to say) :—

In the county of Lincoln and parts of Holland—

(Lands at North Drove.)

Certain lands in the township of West Pinchbeck in the parish of Pinchbeck lying on the south side of and adjoining the railway of the Committee from Bourn to Lynn at or near North Drove Station :

In the county of Norfolk—

(Lands at Gayton Road.)

Certain lands in the parish of Bawsey lying on the south side of and adjoining the railway of the Committee from Lynn to Norwich at or near Gayton Road Station.

Period for compulsory purchase of lands.

26. The powers granted by this Act to the Company and the Committee respectively for the compulsory purchase of lands houses and buildings shall cease after the expiration of three years from the passing of this Act.

Power to owners to grant easements &c.

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

Restrictions on displacing persons of labouring class.

28.—(1) The Company or the Committee (as the case may be) shall not under the powers of this Act or under the powers of any former Act extended by this Act purchase or acquire in any city borough or urban district or 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 or the Committee (as the case may be)—

(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.

(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 or the Committee (as the case may be) 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 or the Committee (as the case may be) 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

A.D. 1895.

incorporated with this Act and shall apply to the purchase of lands by the Company or the Committee (as the case may be) for the purposes of any scheme under this section in the same manner in all respects as if the Company or the Committee (as the case may be) were a local authority within the meaning of the Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7) The Company or the Committee (as the case may be) 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 or the Committee (as the case may be) 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 or the Committee (as the case may be) for the purpose of any scheme under this section.

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

(10) The Company or the Committee (as the case may be) 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 or the Committee (as the case may be) 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 or the Committee (as the case may be) 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.

(12) For the purposes of this section the expression "labouring class" includes mechanics artizans 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.

Extension of time for purchase of certain lands.

29. The time limited by the Midland Railway Act 1892 for the purchase of lands for the purposes of the construction of the Heysham Branches and the Dore and Sheffield Widening respectively by that Act authorised is hereby extended till the twenty-eighth day of June one thousand eight hundred and ninety-seven.

Extension of time for construction of Heysham branches

30. The period limited by the Midland Railway Act 1892 for the completion of the Heysham Branches and Dore and Sheffield Widening respectively by that Act authorised is hereby extended for a period of three years from the twenty-eighth day of June one

A.D. 1895.

and Dore and Sheffield widening.

thousand eight hundred and ninety-seven and sections 21 and 22 of that Act shall be read and construed as if the period by this Act limited for the completion thereof had been the period limited by that Act:

If the Heysham Branches and Dore and Sheffield Widening are not completed within the said period of three years then on the expiration of that period the powers by this Act granted to the Company for making and completing the same respectively or otherwise relating thereto shall cease except as to so much thereof respectively as shall then be completed.

Extending time for sale of certain superfluous lands.

31. 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 First Schedule to this Act for the periods following (that is to say) As regards such of the said 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.

Repeal of section 130 of Act 7 & 8 Vict. c. xviii.

32. Section 130 of the Act 7 and 8 Victoria chapter xviii. intituled "An Act to consolidate the North Midland Midland Counties and Birmingham and Derby Junction Railways" is hereby repealed.

Transfer to Company of undertaking of Station Company.

33. The agreement between the Station Company of the first part the Junction Company of the second part and the Company of the third part as set forth in the Second Schedule to this Act is hereby confirmed and made binding on the parties thereto:

As on and from the first day of July one thousand eight hundred and ninety-five the undertaking of the Station Company shall be transferred to and vested in the Company on the terms and conditions set forth in the said Agreement and as from that date the Station Company shall be dissolved except for the purpose of winding up their affairs:

For the purpose of giving effect to the said agreement the Company may subject to the provisions of Part II. of the Companies Clauses Act 1863 create and issue twenty-five thousand pounds of perpetual four per centum preference stock and may apply the proceeds thereof in the manner provided by the said agreement And the preference stock so created shall be deemed to be part of and shall rank pari passu with the present Midland Railway four per centum perpetual preference stock:

The transfer and vesting shall be deemed to be an amalgamation of the undertaking of the Station Company with the undertaking of the Company within the meaning of Part V. (relating to amalgamation) of the Railways Clauses Act 1863 and the provisions of the said Part V. shall be deemed to be incorporated herewith and shall extend and apply thereto accordingly so far as the same are not inconsistent with or varied by the provisions of this Act or the said agreement and for the purposes of such incorporation the Station Company shall be deemed to be a railway company:

The transfer and vesting shall be evidenced by a duly stamped conveyance which shall within three months after the date of its operation be produced to the Commissioners of Inland Revenue and in default of production the ad valorem stamp duty with interest at the rate of five pounds per centum per annum from the date of vesting to the date of payment shall be a debt due to Her Majesty and recoverable accordingly with full costs of suit and all costs and charges attending the same.

Confirming agreement between Company and Junction Company.

34. The agreement between the Company and the Junction Company as set forth in the Third Schedule to this Act is hereby confirmed and made binding upon the parties thereto.

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

35. The Company may subject to the provisions of Part II. of the Companies Clauses Act 1863 from time to time raise by the creation and issue of new ordinary stock such sums of money as they shall think necessary not exceeding three hundred thousand pounds exclusive of the other moneys which they are or may be by this or any other Act or Acts of Parliament authorised to raise.

Qualifications of new stock.

36. Except as by or under the powers of this Act otherwise provided all new stock issued under the powers of this Act shall in proportion to the amount of stock held by the same person at the same time entitle the respective holders of such new stock to the same dividends and profits and confer on them the like qualifications and the like rights of voting as the like amount paid up on the existing stock of the Company other than and except stock to which any guaranteed or preferential dividend of a fixed amount

A.D. 1895.

without further participation in the profits of the Company shall have been assigned.

Power to borrow.

37. The Company may from time to time subject to the provisions of this Act borrow on mortgage of the undertaking or raise by the creation and issue of debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 any sum or sums not exceeding in the whole one third part of the amount of the additional capital by this Act authorised to be raised and at the time actually issued by stock:

But no part thereof shall be borrowed until the whole of the capital stock at the time issued shall have been fully 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 such stock has been issued and accepted and fully paid up and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid in reference to such capital has been given which certificate shall be sufficient evidence thereof.

Provisions with respect to appointment of a receiver.

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

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

Existing mortgages to have priority.

39. All mortgages and bonds granted by the Company in pursuance of the powers of any Act of Parliament passed before the passing of this Act and which shall be subsisting at the time of the passing thereof shall during the continuance of such mortgages and bonds and subject to the provisions of the Acts under which such mortgages and bonds were respectively granted have priority over any mortgages to be granted by virtue of this Act And

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.

Company may create debenture stock.

40. The Company may raise by the creation and issue of debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 and of section 55 of the Midland Railway Act 1894 any of the moneys which they are by this Act authorised to raise by borrowing on mortgage.

Application of moneys.

41. All moneys raised under this Act whether by stock debenture stock or borrowing shall be applied only to the purposes of this Act and of any other Act of the present session of Parliament and to the general purposes of the undertaking of the Company being in each case purposes to which capital is properly applicable.

Company may apply corporate funds.

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

Power to Great Northern Railway Company to apply funds.

43. The Great Northern Railway Company may from time to time apply to the purposes of this Act in which they are interested and to which capital is properly applicable any moneys which they are by any other Act of this or any previous session authorised to raise and which may not be required for the purposes to which they are by such Act made specially applicable.

Interest not to be paid on calls paid up.

44. No interest or dividend shall be paid out of any share or loan capital which the Company are by this or any other 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.

45. The Company shall not out of any money by this Act authorised to be raised by them 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.

Provision as to general Railway Acts.

46. Nothing in this Act contained shall exempt the Company or the Committee or their railways from the provisions of any

A.D. 1895.

general Act relating to railways or the better or more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised to be taken by the Company or the Committee.

Costs of Act.

47. 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.

SCHEDULES referred to in the foregoing Act. A.D. 1895.

FIRST SCHEDULE.

Superfluous Lands.

Railway.	Parish.
Belsize Second Tunnel - - - -	Saint John Hampstead. Saint Pancras.
Tottenham and Hampstead North Curve - -	Saint Pancras. Saint Mary Islington.
Bootle Goods Branch - - - -	Walton-on-the-Hill.
Stroud Branch and New Road at Stroud - -	Kingstanley. Rodborough. Stroud.
Walsall Wood Branch Extensions - - -	Walsall. Norton Canes.

SECOND SCHEDULE.

An Agreement made the tenth day of June 1895 between the Cheltenham Station Company (herein-after called "the Station Company") of the first part the Midland and South Western Junction Railway Company (herein-after called "the Junction Company") of the second part and the Midland Railway Company (herein-after called "the Midland Company") of the third part.

Whereas the Station Company was incorporated by the Cheltenham Station Act 1890 with a share capital of twenty thousand pounds and was thereby empowered to construct a new station at Cheltenham and to execute works there for the accommodation of the traffic of the Junction Company and by an agreement scheduled to that Act the Junction Company became liable to pay to the Station Company a rent calculated at the rate of five per cent. per annum upon the expenditure of the Station Company:

And whereas the Station Company has expended in pursuance of the said Act and agreement its authorised share capital of twenty thousand pounds and a considerable portion of such expenditure has been made upon the lands and in connexion with the works of the Midland Company And whereas it would tend to economical working and to the convenience of the Junction Company

A.D. 1895.

and the Midland Company that the undertaking of the Station Company should be acquired by the Midland Company Now it is hereby agreed between the Companies parties hereto as follows :—

1. On and from the first day of July one thousand eight hundred and ninety-five the undertaking of the Station Company shall be transferred to and vested in the Midland Company who shall thenceforward assume all the undischarged obligations and be entitled to exercise all the powers rights and privileges of the Station Company.

2. The consideration for the transfer shall be the payment to the shareholders of the Station Company of the sum of sixteen pounds in respect of each ten pound share held by them respectively.

3. If the rent payable by the Junction Company up to the thirtieth June one thousand eight hundred and ninety-five shall be insufficient to yield to the shareholders of the Station Company a dividend at the rate of five per cent. per annum up to the thirtieth day of June one thousand eight hundred and ninety-five the Midland Company shall make good the amount of such deficiency.

4. The Midland Company shall further pay to the directors of the Station Company the sum of five hundred pounds as remuneration for their services since the formation of the Company.

5. The Midland Company shall further pay to the secretary of the Station Company the sum of one hundred and fifty pounds as compensation for the loss of his office.

6. All payments to be made by the Midland Company under this agreement shall be made on or before the first day of August one thousand eight hundred and ninety-five and if not then made shall bear interest at the rate of four per cent. per annum.

7. The Junction Company hereby signify their assent to the transfer to the Midland Company of the undertaking of the Station Company.

In witness whereof the said companies have caused their respective common seals to be hereunto affixed the day and year first above written.

The common seal of the Cheltenham Station Company was hereunto affixed in the presence of

GEO. S. HAYNE
Secretary.

L.S. Cheltenham Station Company.

The common seal of the Midland and South Western Junction Railway Company was hereunto affixed in the presence of

W. E NICOLSON BROWNE
Deputy Chairman.

L.S. Midland and South Western Junction Ry. Company.

The common seal of the Midland Railway Company was hereunto affixed in the presence of

LEWIS R. STARKEY
Director of the Midland Railway Company
Norwood Park Southwell Notts.

L.S. Midland Railway Company.

THIRD SCHEDULE.

AN AGREEMENT made this tenth day of June one thousand eight hundred and ninety-five between the MIDLAND RAILWAY COMPANY (herein-after called "the Midland Company") of the one part and the MIDLAND AND SOUTH WESTERN JUNCTION RAILWAY COMPANY (herein-after called "the Junction Company") of the other part.

WHEREAS by an agreement dated the fourteenth day of January one thousand eight hundred and ninety the Junction Company were given the right of running over and using for the purpose of their traffic so much of the railway of the Midland Company as lies between on the one hand the Lansdown Junction at Cheltenham and on the other hand the Midland Company's passenger station (including that station) and the goods station of the Junction Company at Cheltenham:

And whereas certain works as shown upon the two plans annexed to the agreement dated the fourteenth day of January one thousand eight hundred and ninety were to be constructed for the accommodation of the Junction Company's traffic And whereas such works have been constructed and are used by the Midland Company and the Junction Company And whereas by an agreement dated the tenth day of July one thousand eight hundred and ninety and which agreement is scheduled to the Cheltenham Station Act 1890 the works and sidings were provided by and are leased in perpetuity to the Junction Company And whereas the Midland Company have promoted a Bill in Parliament for the vesting in the Midland Company the undertaking of the Cheltenham Station Company And whereas the Junction Company have petitioned against the Midland Bill:

Now it is hereby agreed between the Companies parties hereto as follows:—

1. The Midland Company shall pay to the Junction Company the sum of one thousand pounds in consideration of which they shall have the right to use jointly with the Junction Company the works and sidings coloured red on the plans which they are now so using and if at any time hereafter the Midland Company make use of any other works or sidings coloured red on the plans and which they are not at present using then one half of the cost of such works and sidings shall forthwith be paid to the Junction Company by the Midland Company.

2. One half of the cost of the maintenance of the works and sidings coloured green on the plans shall be borne by the Junction Company and one half the cost of maintenance of the works and sidings coloured red on the plans which are used by the Midland Company jointly shall be borne by the Midland Company as from the date at which they commenced to use the same.

3. The cost of maintenance of the works and sidings coloured red on the plans and which are not used by the Midland Company shall be borne by the Junction Company and in the event of the Midland Company at any time hereafter giving to the Junction Company notice that they require to use such works and sidings then the Midland Company shall bear half the cost of maintenance thereof.

A.D. 1895.

4. The cost of maintenance and working of signals applicable to the sidings coloured red and green shall be divided between the Junction Company and the Midland Company in leverage proportions but this clause shall not extend to or affect the High Street signal box as to which the present arrangement shall continue.

5. The Midland Company shall subject to the provisions of clause 6 hereof grant to the Junction Company a perpetual easement over such of their land as may be required for the construction and maintenance of the said works or of any substituted works and in respect of such easement the Junction Company shall pay to the Midland Company an annual rental of fifty pounds by equal half-yearly payments.

6. The Midland Company may from time to time at their own cost remove and reinstate any of the said works if necessary for the purpose of widening their line or for the extension of the accommodation or the more convenient working of their traffic and they shall during such removal and reinstatement provide proper means for the accommodation of the Junction Company's traffic.

7. The Junction Company may use the Cheltenham Lansdown passenger station as their passenger station and shall pay to the Midland Company for the use thereof an annual rent of five hundred pounds and such rent shall be paid quarterly and shall include all tolls for the use for passenger traffic of the railway of the Midland Company from Lansdown Junction to and including Cheltenham station.

8. The working expenses of the Cheltenham passenger station including maintenance of buildings but not of the new sidings otherwise herein provided for or of the Midland Company's running lines shall be borne by the two companies in proportion to the number of passengers booked at the station by each of the Companies respectively.

9. The Junction Company may run over and use so much of the Midland Company's line as lies between Lansdown Junction and the entrance to the goods station of the Junction Company and in the exercise of such running powers the Junction Company shall be subject to the byelaws rules and regulations of the Midland Company.

10. In respect of goods and mineral traffic carried over the said portion of railway the Junction Company shall allow and pay to the Midland Company a mileage proportion calculated as for two miles of the through rate after deduction of the usual terminals as and in lieu of tolls.

11. The sum of three hundred and fifteen pounds part of the original cost of the temporary sidings at the Cheltenham goods station of the Midland Company shall be paid to the Junction Company.

12. The sum of three hundred and thirty-one pounds five shillings the original cost of the land adjoining the Junction Company's goods yard containing two roods and twenty-six perches and reserved for the Midland Company shall be paid to the Junction Company by the Midland Company.

13. The surplus lands at Cheltenham on the western side of the Midland Company's line and (unless the Junction Company shall desire to retain any part thereof for a future goods station) the cottages and land adjoining Alston Sidings shall be sold and the net proceeds paid to the Junction Company after deduction of expenses.

14. The Junction Company shall maintain at their own cost the sidings and works in the Junction Company's goods yard as hitherto.

15. If the Junction Company so desire the Midland Company shall pay the cost of the construction of the connection between the Midland Company's lines and the Junction Company's goods yard and the provision of water supply at Alston and Cheltenham goods station and for an extension of the engine shed of the Junction Company and the Junction Company shall pay four per cent. per annum for the said cost of construction of such works.

16. The Midland Company shall subject to the foregoing clauses gran a perpetual lease to the Junction Company of the sidings and works constructed for or by the Cheltenham Station Company on the terms provided by the agreement scheduled to the Cheltenham Station Act.

17. This agreement shall operate in perpetuity.

In witness whereof the said Companies have caused their respective common seals to be hereunto affixed the day and year first above written.

The common seal of the Midland Railway Company was hereunto affixed in the presence of

L.S. Midland Railway Company.

Lewis R. Starkey
Director of the Midland Railway Company
Norwood Park Southwell Notts.

The common seal of the Midland and South Western Junction Railway Company was hereunto affixed in the presence of

L.S. Midland and South Western Junction Ry. Company.

W. E. Nicolson Browne
Deputy Chairman.

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