



### CHAPTER lxxix.

An Act to confer further powers upon the Manchester Sheffield and Lincolnshire Railway Company and upon the St. Helens and Wigan Junction Railway Company the Wrexham Mold and Connah's Quay Railway Company and the Blackpool Railway Company and for other purposes. A.D. 1893.  
[29th June 1893.]

**W**HEREAS it is expedient that the Manchester Sheffield and Lincolnshire Railway Company (herein-after called "the Company") should be authorised to construct the railways in Nottinghamshire Leicestershire and Derbyshire herein-after described :

And whereas it is expedient that the Company should be authorised to acquire by compulsion or agreement for the purposes of their undertaking the lands herein-after described :

And whereas it is expedient that the Company should be authorised to raise additional capital as herein-after provided :

And whereas it is expedient that the time limited by the Manchester Sheffield and Lincolnshire Railway (Various Powers) Act 1891 for the compulsory purchase of lands for the railways numbered 1 2 3 4 and 5 authorised by the Manchester Sheffield and Lincolnshire Railway (New Railways) Act 1888 and described in section 5 of that Act and also the time for the completion of the said railways should be further extended :

And whereas it is expedient that the time limited by the Manchester Sheffield and Lincolnshire Railway (Various Powers) Act 1891 for the compulsory purchase of lands for the railways authorised by the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act 1885 and described in section 4 of that Act and also the time limited by the Manchester Sheffield and Lincolnshire Railway Act 1890 for the completion of the said railways should be further extended :

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And whereas it is expedient that the time limited by the Manchester Sheffield and Lincolnshire Railway Act 1890 for the completion of the widening and improvement of the Company's main line between Ardwick and Guide Bridge authorised by the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act 1866 and described in sub-section (1) of section 4 of that Act should be further extended:

And whereas it is expedient that the time limited by the Liverpool St. Helens and South Lancashire Railway Act 1891 for the compulsory purchase of lands and buildings required for the purposes of the railways and works authorised by the St. Helens and Wigan Junction Railway Act 1885 and the St. Helens and Wigan Junction Railway Act 1886 and the times limited by the St. Helens and Wigan Junction Railway Act 1889 for the construction and completion of the above-mentioned railways and works (to which the Company are authorised to contribute and have contributed a large portion of the capital and which they are also authorised to work and use) should be further extended:

And whereas the Wirral Railways herein-after referred to are now under the provisions of the Wirral Railway Transfer Act 1889 vested in the Company and the Wrexham Mold and Connah's Quay Railway Company jointly and equally:

And whereas it is expedient that the time limited by the Wirral Railway Act 1890 for the completion of the railways authorised by the Wirral Railway Certificate 1883 (other than the railways and portion of railway by the Wirral Railway Act 1888 directed to be abandoned) and also of the railways authorised by the Wirral Railway Act 1884 the Wirral Railway Act 1885 and the Wirral Railway Act 1888 (other than the Railway No. 6 authorised by the Wirral Railway Act 1885 and by the Wirral Railway Act 1888 directed to be abandoned) should be extended:

And whereas the Company are authorised to contribute to and have contributed capital to the undertaking of the Wrexham Mold and Connah's Quay Railway Company and now work the traffic on that undertaking and it is expedient that the time and powers enabling the Wrexham Mold and Connah's Quay Railway Company to form junctions with the London and North Western Railway near Connah's Quay in the county of Flint authorised by sub-sections 8 and 10 of section 4 of the Wrexham Mold and Connah's Quay Railway Act 1882 and revived by the Wrexham Mold and Connah's Quay Railway Act 1888 should be extended:

And whereas it is expedient that the time limited by the Manchester Sheffield and Lincolnshire Railway Act 1889 for the

completion of the Railways No. 5 and No. 6 authorised by and described in section 5 of that Act should be extended :

And whereas the Company have in pursuance of powers granted to them by the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act 1885 and the Manchester Sheffield and Lincolnshire Railway Act 1889 contributed to the undertaking authorised by the Blackpool Railway Act 1884 and have agreed to work the same and it is expedient that they should be authorised to appoint directors of the said undertaking :

And whereas it is expedient that the Blackpool Railway Company (to whose undertaking the Company are authorised to contribute and have contributed capital and which the Company are also authorised to work and have agreed to work) should be authorised to acquire for the purposes of their undertaking by compulsion or agreement the lands herein-after mentioned :

And whereas it is expedient that such further powers as are herein-after contained should be granted to the Company :

And whereas plans and sections showing the lines and levels of the railways and works authorised by this Act and also books of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act and plans of the other lands by this Act authorised to be taken compulsorily with books of reference thereto were duly deposited with the respective clerks of the peace for the counties of Nottingham Leicester Derby Lancaster Denbigh Chester Lincoln and the west riding of the county of York and are herein-after respectively referred to as the deposited plans sections and books of reference :

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

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

1. This Act may be cited as the Manchester Sheffield and Lincolnshire Railway Act 1893. Short title.

2. 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 as amended by any subsequent Act are except where expressly varied by this Act incorporated with and form part of this Act. Incorporation of general Acts.

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Applying  
certain pro-  
visions of  
Companies  
Clauses Acts.

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

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

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 are (except where expressly varied by this Act) incorporated with and form part of this Act and shall apply to the Company and to the capital by this Act authorised to be raised by them.

Interpreta-  
tion of terms.

4. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction The expressions "the railway" and "the railways" mean respectively the railways by this Act authorised the expression "the Act of 1885" means the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act 1885 the expression "the Act of 1888" means the Manchester Sheffield and Lincolnshire Railway (New Railways) Act 1888 the expression "the Act of 1889" means the Manchester Sheffield and Lincolnshire Railway Act 1889 the expression "the Act of 1890" means the Manchester Sheffield and Lincolnshire Railway Act 1890 the expression "the Act of 1891" means the Manchester Sheffield and Lincolnshire Railway (Various Powers) Act 1891 the expression "the Blackpool Company" means the Blackpool Railway Company and for the purposes of this Act the expression "superior courts" or "court of competent jurisdiction" or any other like expression in this Act or any Act wholly or partially incorporated herewith shall be read

and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt and not a debt or demand created by statute.

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5. Subject to the provisions of this Act the Company may make and maintain in the lines and according to the levels shown on the deposited plans and sections the railways herein-after described with all proper stations sidings approaches works and conveniences connected therewith respectively and may enter upon take and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for that purpose. The railways herein-before referred to and authorised by this Act are—

Power to  
make  
railways.

A Railway (No. 1) 4 miles 5 furlongs 5.50 chains in length commencing in the parish of Sutton-cum-Duckmanton in the county of Derby by a junction with Railway No. 8 authorised by the Act of 1889 and terminating in the parish of Ault Hucknall in the same county at a point on the north side of the road leading from Heath to Glapwell two chains or thereabouts measured in a westerly direction from the bridge by which the Midland Railway is carried under that road near the Glapwell Station on that railway;

A Railway (No. 2) 1 mile and 9.75 chains in length wholly situate in the parish and township of Tibshelf in the county of Derby commencing by a junction with the most easterly siding at the Tibshelf Station of the Railway No. 9 authorised by the Act of 1889 and terminating in the field numbered 376 on the Ordnance map of Derbyshire (scale  $\frac{1}{2500}$ );

A Railway (No. 3) 4 furlongs 6.20 chains in length wholly situate in the parish of Sutton-in-Ashfield and township of Hucknall Huthwaite in the county of Nottingham commencing by a junction with Railway No. 9 authorised by the Act of 1889 and terminating by a junction with the sidings of the New Hucknall Colliery Company;

A Railway (No. 4) 2 miles 1 furlong 0.80 chain in length commencing in the parish of Sutton-in-Ashfield and township of Hucknall Huthwaite in the county of Nottingham by a junction with the Railway No. 9 authorised by the Act of 1889 and terminating in the parish and township of Blackwell in the county of Derby in the eastern boundary fence of the field numbered 268 in that parish on the Ordnance map of Derbyshire (scale  $\frac{1}{2500}$ );

A Railway (No. 5) 2 furlongs 0.50 chain in length commencing in the parish and township of Blackwell in the

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county of Derby by a junction with the said Railway (No. 4) at or near the eastern boundary of the field numbered 428 in that parish on the Ordnance map of Derbyshire (scale  $\frac{1}{2500}$ ) and terminating in the parish and township of Normanton in the same county by a junction with the sidings of B. Winning Pit of the Blackwell Colliery Company;

A Railway (No. 6) 3 furlongs 5 chains in length wholly situate in the parish and township of Staveley in the county of Derby commencing by a junction with the most easterly siding of the Manchester Sheffield and Lincolnshire Railway at Staveley Town and terminating at a point half a chain or thereabouts measured in an easterly direction from the site of the Old Speedwell Pits;

A Railway (No. 7) 3 furlongs in length wholly situate in the parish of Chesterfield and township of Hasland in the county of Derby commencing by a junction with the most westerly siding of the Manchester Sheffield and Lincolnshire Railway and terminating by a junction with the siding near the weigh-bridge of the Grassmoor Colliery Company situate on the west side of the Pilsley branch of the Midland Railway;

A Railway (No. 8) 3 furlongs 2.50 chains in length wholly situate in the parish of Chesterfield in the county of Derby commencing in the township of Temple Normanton by a junction with Railway (No. 5) authorised by the Manchester Sheffield and Lincolnshire Railway Act 1890 and terminating in the township of Hasland near the southern corner of the field numbered 585 in that township on the Ordnance map of Derbyshire (scale  $\frac{1}{2500}$ );

A Railway (No. 9) 1 furlong 1.50 chains in length commencing in the parish and township of Ault Hucknall in the county of Derby and terminating in the parish and township of Heath in the yard and premises of the Holmewood Colliery;

A Railway (No. 10) 4 furlongs 1.3 chains in length commencing in the parish of St. Mary in the county of the town of Nottingham in the field numbered 212 in that parish on the Ordnance map of Nottinghamshire (scale  $\frac{1}{2500}$ ) and terminating in the parish of Wilford in the same county in the yard or premises of the Clifton Colliery Company;

A Railway (No. 11) 1 mile 6.2 chains in length commencing in the parish of Blackfriars in the county of the borough of Leicester in the county of Leicester at (or near a point on the kerbstone at the north side of the street known as Friars

Causeway and terminating in the parish of St. Mary in the county of the borough of Leicester in the field numbered 356 in that parish on the Ordnance map of Leicestershire (scale  $\frac{1}{2500}$ ):

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Provided that it shall not be lawful for the Company to enter upon take or use any lands not being turnpike roads or public highways or railways for the purposes of Railways Nos. 3 5 6 7 8 9 and 10 authorised by this Act except by agreement with the owners lessees and occupiers thereof but nothing herein contained shall prevent or interfere with the carrying of those railways across any turnpike road public highway or railway.

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

Power to cross certain roads on the level.

No. on Deposited Plan.	Parish.	Description of Road.
RAILWAY No. 10.		
5	Wilford - - - - -	Public
19	Wilford - - - - -	Public
3	Wilford - - - - -	Public

Provided always that in the case of each of the said level crossings safety points interlocked with gates shall be provided and a footbridge shall also be constructed at each of the said level crossings unless being a mineral railway the use of the railway be restricted to between the hours of ten at night and six in the morning.

7. Notwithstanding anything to the contrary shown on the deposited plans and sections the railways numbered 1 3 4 6 7 and 9 by this Act authorised shall not cross on the level any other railway railway siding or tramroad.

Certain railways not to be crossed on the level.

8. The Company may make the arches of the bridges for carrying the railways over the roads next herein-after mentioned of any

Height and span of bridges.

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heights and spans not less than the heights and spans herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on Deposited Plan.	Parish.	Description of Road.	Height.	Span.
17	Scarecliff	Public	15 feet	20 feet
7	Blackwell	Public	15 feet	20 feet

Widths of certain roadways.

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

No. on Deposited Plan.	Parish.	Description of Roadway.	Width of Roadway.
4	Bolsover	Public	20 feet
22	Sutton - cum - Duckmanton	Public	20 feet
24	Sutton-in-Ashfield	Public	20 feet
17	South Normanton	Public	20 feet

Company may stop up certain streets.

10. The Company may when and so soon as they have become the owners in possession of the houses and lands on both sides thereof stop up and cause to be discontinued as public thoroughfares the following streets or parts thereof respectively shown upon the deposited plans as intended to be stopped up (that is to say) :—

Railway.	Description.	No. of Road on Plans.	Parish.
	TOWN OF LEICESTER.		
11	Friars Causeway	15	Blackfriars
	Jewry Wall Street	1	St. Nicholas
	Talbot Lane	44	St. Nicholas
		45	St. Nicholas

Extinguishment of rights of way &c.

11. Subject to the provisions of this Act all rights of way over and along the several streets or portions of streets which may under the provisions of the immediately preceding section be stopped up and discontinued and over and along any of the lands



which may for the purposes aforesaid be acquired by compulsion shall be and the same are as from the stopping up purchase or acquisition thereof respectively by this Act extinguished. A.D. 1893.

**12.** The site and soil of the streets or portions thereof by this Act authorised to be stopped up and discontinued and the fee simple and inheritance thereof if the Company now are or under the powers of this Act or of any other Act relating to the Company already passed shall become the owners of the lands on both sides thereof shall be from the time of the stopping up thereof respectively wholly and absolutely vested in the Company for the purposes of their undertaking subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway. As to vesting of site and soil of roads and portions of roads &c. stopped up.

**13.** The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 shall not exceed fifteen acres but nothing in that Act or in this Act shall exempt the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused by them upon any land so taken. Land for extraordinary purposes.

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

**15.** 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 for the purposes of their undertaking all or any of the lands hereinafter mentioned delineated on the deposited plans and described in the deposited books of reference (that is to say):— Power to Company to acquire lands for general purposes.

Certain lands in the parish of Mottram in Longdendale in the county of Chester lying on the south side of the main line of the railway of the Company at their Newton Station and abutting upon Railway Brow;

Certain lands in the township of Oldham in the parish of Prestwich-cum-Oldham in the county of Lancaster bounded on one side by Falcon Street and abutting upon the Oldham Ashton and Guide Bridge Railway;

Certain lands houses and buildings situate in the parish of Ashton-under-Lyne in the county of Lancaster fronting to Church Street and adjoining other lands belonging to the Company;

Certain lands houses and buildings situate in the township of Wrexham Abbot in the parish of Wrexham in the county

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of Denbigh abutting upon the south side of the Wrexham Mold and Connah's Quay Railway and between that railway and Watery Lane and Bradley Road;

Certain lands in the township and parish of Conisborough in the west riding of the county of York lying on the north side of the South Yorkshire Railway of the Company leading from Barnsley to Doncaster and near to the junction of the Denaby Main Colliery sidings with that railway subject nevertheless to the rights of the South Yorkshire Junction Railway Company under the South Yorkshire Junction Railway Act 1890;

Certain lands in the township of Houghton Parva otherwise Little Houghton in the parish of Darfield in the west riding of the county of York lying on the west side of Middlecliff Lane and adjoining the eastern side of lands belonging or reputed to belong to the Company;

Certain lands situate in the parish of Handsworth in the west riding of the county of York and lying between the Company's main line of railway and the Beighton Branch Railway near to Woodhouse Junction;

Certain lands situate in the township of Attercliffe-cum-Darnall in the parish of Sheffield in the west riding of the county of York lying and abutting upon the south side of the Company's main line of railway near to the Darnall Station on that railway;

Certain lands houses and buildings situate in the parish of Silkstone in the west riding of the county of York lying and abutting upon the east side of the Company's branch railway leading to the works of Guy Senior;

Certain lands houses and buildings situate in the parish of Great Grimsby in the county of Lincoln adjoining the Company's Grimsby Town Station and Bethlehem Street;

Certain lands houses and buildings in the said parish of Great Grimsby adjoining the Company's line of railway and abutting on Holme Street.

**16.** Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this

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

behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively. A.D. 1893.

17. In carrying Railway No. 1 by this Act authorised (hereinafter referred to as "the railway") across the railways of the Lancashire Derbyshire and East Coast Railway Company (hereinafter called "the Derbyshire Company") the following provisions for the protection of the Derbyshire Company shall (unless otherwise agreed on in writing between the Derbyshire Company and the Company) apply to and be obligatory upon the Company:—

For the protection of the Lancashire Derbyshire and East Coast Railway Company.

- (1) The Company shall carry the railway under the Railway No. 9 authorised by the Lancashire Derbyshire and East Coast Railway Act 1891 or under the Bolsover Deviation Railway authorised by the Lancashire Derbyshire and East Coast Railway Act 1893 at the proposed crossings thereof as shown on the deposited plans according to plans and sections to be reasonably approved by and to be executed under the superintendence and to the reasonable satisfaction of the principal engineer for the time being of the Derbyshire Company and in all things at the expense of the Company;
- (2) The railway shall be carried under the said Railway No. 9 of the Derbyshire Company by means of an arch being an extension of the viaduct of the Derbyshire Company carrying their said railway over the Midland Railway having a single span of not less than fifty-two feet between the piers or abutments thereof;
- (3) The railway shall be carried under the said Bolsover Deviation Railway by means of a bridge or arch having a single span of not less than fifty-two feet between the piers or abutments thereof measured on the square and the width between the parapets shall be not less than twenty-six feet;
- (4) The railway shall be carried over Railway No. 11 authorised by the Lancashire Derbyshire and East Coast Railway Act 1891 by a girder bridge having a span of fifty-two feet measured on the square between the piers or abutments thereof and notwithstanding anything shown on the deposited sections the headway under such bridge shall be not less than fifteen feet between the underside of the girders and the level of the rails for the whole width;
- (5) All crossings under or over the railways of the Derbyshire Company shall be constructed by or at the expense of the Company at the points and at the respective levels above Ordnance datum shown on a plan signed by Charles Liddell civil engineer on behalf of the Company and by Robert Elliott

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Cooper civil engineer on behalf of the Derbyshire Company so far as the same are shown thereon ;

- (6) At the point where the railway is to be carried over a piece of land belonging to the Derbyshire Company numbered 11 on the deposited plans in the parish of Duckmanton the railway shall be constructed on arches with a clear headway of at least fourteen feet six inches above the surface of the ground under each arch for the whole width thereof respectively and the Company shall acquire and convey to the Derbyshire Company a piece of ground convenient and sufficient to enable that Company to lay down an additional siding to Markham Colliery ;
- (7) At the point where the railway will cross the railway of the Derbyshire Company in the property numbered 23 on the deposited plans in the parish of Bolsover the Derbyshire Company shall if so required lengthen their viaduct to enable four lines of way being carried under it by and for the use of the Company and the additional cost of the viaduct shall be paid by the Company to the Derbyshire Company and in the event of the Derbyshire Company at any time thereafter requiring to widen the viaduct sufficiently for four lines of way being laid thereon the Company shall bear the cost of such widening so far as the same shall be over their railway ;
- (8) During the construction of the railway under and over the railways of the Derbyshire Company the Company will bear and on demand pay to the Derbyshire Company the expense of the employment by them of a sufficient number of inspectors or watchmen to be appointed by them for watching their said railways with reference to and during the execution of the works and for preventing as far as may be all interference obstruction danger and accident which may arise from any of the operations of the Company or from the acts or defaults of the contractors or of any person or persons in their employment or otherwise ;
- (9) The Company shall at all times maintain the bridges and other works by which the railway shall be so carried under and over the railways of the Derbyshire Company in substantial repair and good order to the reasonable satisfaction in all respects of the principal engineer of the Derbyshire Company and if and whenever the Company fail so to do the Derbyshire Company may make or do in and upon as well the lands of the Company as their own lands such repairs and the sum from time to time certified by such engineer to be the reasonable

amount of such expenditure shall be repaid to the Derbyshire Company by the Company and in default of payment may be recovered by them from the Company with full costs in any court of competent jurisdiction ;

(10) The Company and their contractors agents servants or workmen shall not in constructing or repairing the railway works under and over the railways of the Derbyshire Company obstruct impede or interfere with the free and uninterrupted and safe use of the railways or other works of the Derbyshire Company or any traffic thereon or if any such obstruction or interference shall be caused or take place contrary to this enactment the Company shall pay to the Derbyshire Company all costs and expenses to which that Company may be put as well as full compensation for the loss and inconvenience sustained by them by reason of any such interruption such costs expenses and compensation to be recoverable with full costs by that Company from the Company in any court of competent jurisdiction ;

(11) Notwithstanding anything in this Act contained the Company shall be responsible for and make good to the Derbyshire Company all costs losses damages and expenses which may be occasioned to that Company or to any of the railways works or property thereof or to the traffic thereon or otherwise by reason of the execution or failure of the railway and the works in connexion therewith or of any act or omission of the Company or of any of the persons in their employ or of their contractors or others and the Company will effectually indemnify and hold harmless the Derbyshire Company from all claims and demands upon or against them by reason of such execution or failure and of any such act or omission ;

(12) The Company shall not in any case without the previous consent in writing under the common seal of the Derbyshire Company take use enter upon or interfere with the railways works lands or property at any time belonging to or in the possession or under the power of the Derbyshire Company except only such part or parts thereof respectively as it will be necessary for the Company to take use enter upon or interfere with for making and maintaining the bridges and other works by which the railway is under the provisions of this Act to be carried across the railways of the Derbyshire Company ;

(13) With respect to the railways works lands or property of the Derbyshire Company which the Company are by this Act

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authorised to take use enter upon or interfere with the Company shall not purchase and take the same but they may purchase and take and the Derbyshire Company may and shall sell and grant accordingly an easement or right of using the same for the purposes for which but for this enactment the Company might purchase and take the same;

(14) If any question or difference shall at any time arise between the Company and the Derbyshire Company touching any plans prepared by the Company for the construction of any of the works herein-before provided or as to the reasonableness or sufficiency of such plans or works the same shall be settled and determined by the engineers of the Company and the Derbyshire Company or failing agreement by an engineer to be appointed by the President for the time being of the Institute of Civil Engineers on the application of either party and the decision of such last-named engineer shall be final and conclusive.

For the protection of the Corporation of Leicester.

18. For the protection of the mayor aldermen and burgesses of the county borough of Leicester (in this section called "the Corporation") the following provisions shall have effect unless otherwise agreed on in writing between the Corporation and the Company (that is to say):—

(1) The Company shall carry the railway over the roads specified in the following table by girder bridges of one span having respectively throughout a width between the abutments and a headway above the surface of the said roads respectively not less than that specified in the said table in connexion with those respective roads (that is to say):—

Name of Road.	Minimum Width of Bridge.	Minimum Headway of Bridge.
Bath Lane	40 feet	15 feet
West Bridge Street	50 feet	16 feet

(2) The Company shall carry the railway over the River Soar between Bath Lane and St. Augustine Street by a girder bridge of sufficient width between the abutments to leave the waterway of the said river and the towing-path entirely unobstructed but such width shall not be less than seventy-eight feet;

(3) The Company shall carry the railway over the Braunstone Gate Bridge and the River Soar by a flat girder bridge of

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one clear span from the north-east side of the Western Boulevard to the south-west bank of the Old River Soar and so that the present waterway shall not be obstructed and the headway of the said girder bridge throughout shall be not less than sixteen feet above the level of the roadway on the Braunstone Gate Bridge;

(4) The bridges to carry the railway across the Old River Soar where the railway passes into and out of the Bede House Meadows Recreation Ground shall each be of one clear span the full width of the widened river course from bank to bank and shall afford an unobstructed waterway in time of flood of not less than fifty feet in width;

(5) The Company shall widen Applegate Street and Bridge Street to the width throughout of fifty feet from the West Bridge to St. Nicholas Square;

(6) The Company if so required in writing by the Corporation under the hand of the town clerk shall convey to the Corporation at the price paid by or for the Company therefor such of the land acquired by the Company and situate between the point where the railway will cross West Bridge Street and the Western Boulevard as the Company shall not require for the construction of the railway;

(7) The height of the parapet walls of the viaduct of the railway between Bath Lane and the Bede House Meadows Recreation Ground shall be not less than six feet above the upper surface of the rails and of such elevation as may be reasonably approved by the Corporation;

(8) The viaduct carrying the railway where it will cross Ellys Street and Corah Street respectively shall be open for the full width of each of those streets and each such opening shall afford throughout the greatest headway above the surface of the roadway of those respective streets which is reasonably attainable;

(9) The Company shall so construct the railway as to admit of the construction by the Corporation if they think fit of a road forty feet wide throughout to commence at the southern side of the Western Boulevard skirting the property of or reputed to belong to Thomas Gillott Charlesworth and passing thence along the eastern bank of the said Old River Soar and under the railway and to terminate at a point opposite the junction of Wilberforce Street and Briton Street and the railway shall be carried across the site of the said intended road by a girder bridge of one clear span having a clear headway throughout

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of not less than twelve feet above the surface of the said intended road ;

(10) The provisions contained in sub-sections (3) (4) (17) and (23) to (40) of section 29 of the Manchester Sheffield and Lincolnshire Railway (Extension to London &c.) Act 1893 shall extend and apply mutatis mutandis to and in relation to the Railway No. 11 by this Act authorised ;

(11) If the Company obtain power to abandon that portion of their Railway No. 2 authorised by the Manchester Sheffield and Lincolnshire Railway (Extension to London &c.) Act 1893 which lies between the commencement and termination of Railway No. 11 by this Act authorised the obligation on the Company under the provisions of sub-section (2) of the said section 29 to construct the bridges therein mentioned over Bridge Street and the New Road from Braunstone Gate to the Newarke respectively and to construct the works as specified in sub-sections (7) (8) (11) and (12) respectively of that section shall cease and determine but all the other provisions in the said section shall continue in full force and have effect accordingly.

Provisions  
as to new  
road in  
Leicester.

**19.** In lieu of and in substitution for the road specified in section 29 sub-section 16 of the Manchester Sheffield and Lincolnshire Railway (Extension to London &c.) Act 1893 the Company shall construct a road or street in the borough of Leicester from Bath Lane to Blue Boar Lane passing under the railway The minimum width of such road or street from Bath Lane to St. Nicholas Church Yard shall not be less than thirty feet and from thence to Blue Boar Lane not less than twenty-five feet The gradient of such road or street shall not exceed one in seventeen and the clear headway of the bridge under the railway shall not be less than fourteen feet The abutments of the bridge fronting the road or street shall be faced with white bricks.

For the  
protection  
of the  
Corporation  
of Preston.

**20.** For the protection of the mayor aldermen and burgesses of the county borough of Preston (in this section called "the Corporation") the following provisions shall unless otherwise agreed on between the Corporation and the Blackpool Company have effect (that is to say) :—

(1) Section 56 (repeal of sub-section 2 of section 36 of the Blackpool Railway Act 1884) of the Act of 1891 is hereby repealed and in lieu thereof the following provisions shall have effect (that is to say) :—

The Blackpool Company shall not enter upon take or use any land west of the green dotted line marked "western



limit of railway" on a plan signed in triplicate by Hudson Reah civil engineer on behalf of the Corporation by Alexander Ross on behalf of the Blackpool Company and Charles Walker on behalf of the West Lancashire Railway Company nor shall the Blackpool Company construct any portion of the railway mentioned in sub-section 2 of section 36 of the Blackpool Railway Act 1884 or of the siding described in sub-section 5 of that section west of the said line ;

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- (2) Notwithstanding anything contained in this Act the Blackpool Company shall not enter upon take or use any lands of the Corporation except with their previous consent under their common seal.

21. For the protection of the mayor aldermen and burgesses of the borough of Blackpool (in this section called "the Corporation") the following provisions shall have effect (that is to say) :—

For the protection of the Corporation of Blackpool.

- (1) In this section "the borough" means the borough of Blackpool "the town clerk" means the town clerk of the borough "the plan" means the plan signed in duplicate for the purposes of this section by Alexander Ross on behalf of the Blackpool Company and by Thomas Loftos the town clerk on behalf of the Corporation "street" includes any public road "the railway" means Railway No. 2 authorised by the Blackpool Railway Act 1884 and "railway lands" means and includes all lands in the borough which already have been or hereafter may be acquired by the Blackpool Company or by any person for or on behalf of the Blackpool Company or for the purposes of or in connexion with the railway ;
- (2) Subject to the provisions of this section the several provisions in section 37 of the Blackpool Railway Act 1884 for the protection of the Corporation in relation to the works and powers by that Act authorised shall extend and apply mutatis mutandis to and in relation to the works and powers by this Act authorised so far as those provisions respectively are applicable thereto ;
- (3) The Blackpool Company shall not enter upon take use or appropriate any lands of or belonging to the Corporation situate on the west side of the railway other than and except the lands coloured blue on the plan and containing 2,900 superficial square yards or thereabouts without the consent in writing of the Corporation under their common seal first had and obtained ;

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- (4) The Blackpool Company shall not in Coronation Street and Albert Road in the borough or in either of such streets without the consent of the Corporation erect or bring forward any railway station warehouse or building or any fence or boundary wall or any part of such railway station warehouse building fence or boundary wall beyond the front main wall of the house or building on either side thereof in the same street nor build any addition to any railway station warehouse building fence or boundary wall beyond the front main wall of the house or building on either side of the same ;
- (5) All walls whether walls of buildings or fence or boundary walls which shall front Coronation Street Hornby Road Albert Road and the new street by this Act authorised commencing in Hornby Road and extending across Charnley Street and terminating at Albert Road or any of such streets shall respectively be built constructed and maintained by the Blackpool Company as panelled walls and shall not be used for the posting of placards or advertisements except placards or advertisements relating solely to the business of the Blackpool Company ;
- (6) No bridge carrying any street in the borough over the railway or parapet in connexion with such bridge or any wall or fence on or in connexion with the approaches to such bridge or any part thereof respectively shall be used for the posting affixing or exhibiting of any placards or advertisements except placards or advertisements relating solely to the business of the Blackpool Company ;
- (7) The Blackpool Company shall carry Read's Road and Palatine Road respectively shown upon the plan over the railway at the levels respectively indicated upon the plan in reference to such roads and the bridges carrying such roads over the railway together with the approaches to such bridges shall be of a uniform width between the parapets or fences of not less than 45 feet and the Blackpool Company shall to the reasonable satisfaction of the Corporation sewer level pave metal flag kerb channel and make good so much of those respective roads as the railway or the railway lands front adjoin or abut on and the same last-mentioned works when completed shall be taken and maintained by the Corporation ;
- (8) The Blackpool Company shall at their own expense and to the reasonable satisfaction of the Corporation construct all sewers in Hornby Road Read's Road and Palatine Road aforesaid and also in Great Marton Road continuation and Revoe

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Road in the borough respectively so far only as such roads or the sewers thereof shall have been interfered with by the Blackpool Company and which shall or may be required by the Corporation to pass or to be placed under the railway or in or under any railway lands and all such sewers shall be brick sewers at least two feet in diameter;

(9) If at any time in consequence of any works of the Blackpool Company or in connexion with the railway the inland main sewer of the Corporation or any part or parts thereof or any manhole or manholes in connexion therewith shall in consequence of any injury or damage by such works be required by the Corporation to be strengthened relaid or altered the same shall at the expense in all things of the Blackpool Company and when and in manner required by the Corporation be strengthened relaid or altered as the case may be by the Blackpool Company where affected by such works to the reasonable satisfaction of the Corporation;

(10) The Corporation without any payment shall at all times and from time to time have full and free right and liberty to inspect repair cleanse and maintain the said inland main sewer and manholes under or in the railway or railway lands;

(11) The Blackpool Company if and when required by the Corporation shall permit the Corporation without any payment to the Blackpool Company or to the owners lessees or occupiers of any railway lands to carry and construct and from time to time and at all times to inspect repair cleanse and maintain culvert sewers not exceeding six feet in diameter with all proper and sufficient manholes in through under and along the lands situate on the east side of the railway between the southern boundary of the borough and Hornby Road and as nearly as may be in the course and direction shown on the plan and indicated by the lines thereon marked "Culvert Sewer No. 1" and "Culvert Sewer No. 2" such sewers not to be at any portion at a higher level than two feet six inches below the rail level and such sewers and all works connected therewith shall be carried out to the reasonable satisfaction of the Blackpool Company's engineer and the Corporation shall indemnify the Blackpool Company against all losses damages or expenses which may be occasioned to the Blackpool Company or their railway or works in consequence of the construction or maintenance of the said sewers and works connected therewith;

(12) The Blackpool Company shall if and when required by the Corporation dedicate to and for the purpose of widening and

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forming part of the highway in the borough known as Bloomfield Road the lands shown upon the plan and thereon coloured green and will upon the request of the Corporation but free of purchase or compensation money grant and convey the same lands to the Corporation for the purpose aforesaid ;

(13) Notwithstanding anything contained in the Blackpool Railway Act 1884 the bridge carrying Bloomfield Road aforesaid over the railway together with the approaches to such bridge shall be of a uniform width between the parapets or fences of not less than 45 feet ;

(14) Except as herein otherwise provided all notices requirements approvals consents and requests of the Corporation under this section shall be in writing under the hand of the town clerk ;

(15) The Blackpool Company and the Corporation may enter into and carry into effect agreements for and with respect to the variation and mode of execution of any works to be done by the Blackpool Company for the protection of the Corporation and for the execution by the Corporation of any such works and the acquisition of lands therefor.

Running powers to London and North Western Railway Company.

**22.** The London and North Western Railway Company may have and exercise over Railways Nos. 1 2 3 4 5 6 7 8 and 9 by this Act authorised the same running and other powers and privileges as are conferred on that Company by an agreement dated the first day of August one thousand eight hundred and eighty-nine made between the London and North Western Railway Company and the Company and scheduled to and confirmed by the London and North Western Railway Act 1890 subject in all respects to the terms conditions and restrictions contained in that agreement.

Powers to the Great Northern Railway Company.

**23.** Section 8 of the Manchester Sheffield and Lincolnshire Railway Act 1890 shall in all respects extend and apply to and in relation to the Railways No. 1 No. 2 No. 3 No. 4 No. 5 No. 6 No. 7 No. 8 and No. 9 by this Act authorised and every of those railways.

For protection of the Midland Railway Company.

**24.** The powers of this Act with respect to the purchase and acquisition of lands otherwise than by agreement for the purposes of the Railways Nos. 1 2 3 4 5 6 7 8 9 and 11 hereby authorised and with respect to the making and maintaining of such railways shall unless with the previous consent of the Midland Railway Company (herein-after called " the Midland Company ") in writing under their

common seal be exercised only subject to and in accordance with the following provisions :—

- (1) The Company shall not without in every case the previous consent of the Midland Company in writing under their common seal take use enter upon or interfere with any land railway siding or other work from time to time belonging to or worked by that Company except only so far as shall be necessary for the purpose of making and maintaining the said railways as the same are according to this Act to be constructed ;
- (2) With respect to any land of the Midland Company which the Company is by this Act authorised to use enter upon or interfere with the Company shall not purchase or take the same but the Company may purchase and take and the Midland Company may and shall sell and grant accordingly an easement or right of using the same for the purpose only of constructing and working the said railways but without sidings stations or buildings ;
- (3) The crossing of the respective railways over the Midland Company's railway and branches shall be effected at such points within the limits of deviation shown on the deposited plans and in such manner and according to such mode of construction as shall be reasonably approved of by the principal engineer for the time being of the Midland Company or in case of difference as shall be determined by arbitration as herein-after provided ;
- (4) The bridge carrying Railway No. 1 over the Midland Company's branch to the Markham Colliery shall be constructed with a clear span measured on the square of twenty-eight feet and a clear headway throughout of not less than fourteen feet six inches ;

The bridge carrying Railway No. 4 over the Midland Company's Blackwell Branch shall be constructed with a clear span measured on the square of twenty-eight feet with a clear headway throughout of not less than fourteen feet six inches ;

The bridge carrying Railway No. 11 over the property of the Midland Company at Leicester lying between West Bridge Street and the River Soar shall be constructed in the line and with the piers or abutments and columns shown on the plan signed by Edward Parry on behalf of the Company and by John Allen McDonald on behalf of the Midland Company and the said bridge shall be so constructed that the underside of the girders over the pieces of land on the deposited plans

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—

numbered 7 and 8 in the parish of Augustine Friars shall be at the same level as those over St. Augustine Street and in constructing the said bridge the Company shall not deviate from the centre line thereof as delineated on the deposited plans;

The Company shall when constructing Railway No. 4 carry that railway over the tramway shown on the deposited plans in Field No. 5 in the parish of South Normanton by means of a bridge fifteen feet in width with a clear headway of fourteen feet and the owner or owners or occupiers for the time being of that tramway shall have the right to pass and re-pass under that bridge free of charge by the Company;

From and after the construction of Railway No. 5 the Company shall for ever after maintain so much of Berristow Lane in the parish of Blackwell in the county of Derby as shall be interfered with in the construction of that railway;

Notwithstanding anything in this Act contained the powers conferred on the Company for the construction of the railways respectively described in clause five of this Act as Railway No. 2 Railway No. 3 Railway No. 6 Railway No. 7 Railway No. 8 and Railway No. 9 shall so far as those railways respectively interfere with or shall be upon the lands and property of the Midland Company only be exercised in the manner and in accordance with the terms of the several agreements relating to the construction of the same railways respectively entered into or to be entered into between the Company and the Midland Company;

- (5) The Railways Nos. 1 3 4 5 7 8 and 11 where the same will be made upon or across or will otherwise interfere with any railway siding or other work belonging to or worked by the Midland Company shall subject to the foregoing provisions of this enactment be constructed according to plans sections and specifications to be previously approved by the principal engineer for the time being of the Midland Company who shall report thereon within one month after the same shall have been submitted to him and any difference thereon between him and the principal engineer for the time being of the Company shall (subject as aforesaid) be determined by arbitration in manner herein-after provided;
- (6) The Company shall take all possible precautions in the execution of their works to prevent any interference with the free uninterrupted and safe use in the ordinary manner and at

the ordinary rate of speed of any railway siding or other work belonging to the Midland Company ;

(7) The Company shall bear and on demand pay to the Midland Company the expense of the employment by that Company during the execution of any work affecting any railway siding or other work of that Company of a sufficient number of inspectors watchmen and signalmen to be appointed by that Company for watching and signalling the same with reference to and during the execution of any such work of the Company and for preventing as far as may be all interference obstruction danger and accident from any of the operations or from the acts or defaults of the Company or their contractors or any person in the employ of the Company or of their contractors with reference thereto or otherwise ;

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

(9) The Company shall at all times maintain the bridges arches openings or other works by which their railway is carried under the railways sidings or other works of the Midland Company in substantial repair and good order and condition to the reasonable satisfaction in all respects of the principal engineer of that Company And if and whenever the Company fail so to do the Midland Company may make and do in and upon as well the lands of the Company as their own lands all such works and things as that Company reasonably think requisite in that behalf and the sum from time to time certified by their principal engineer to be the reasonable amount of such their

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expenditure shall be repaid to them by the Company and in default of full repayment may be recovered with full costs by the Midland Company from the Company in any court of competent jurisdiction ;

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

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

For the protection of the Fylde Waterworks Company.

**25.** For the protection of the Fylde Waterworks Company (in this section referred to as "the Fylde Company") the following provisions shall have effect :—

(1) If in the construction of the works by this Act authorised the Blackpool Railway Company (herein-after called "the Blackpool Company") shall in any way alter the position of or otherwise interfere with any water or other main pipes valves syphons plugs or other works belonging to or connected with the undertaking of the Fylde Company such alteration shall be done by and at the cost of the Blackpool Company with as little detriment and inconvenience to the Fylde Company as in each case the circumstances will admit but such work afore-said shall be done under the superintendence and to the reasonable satisfaction of the engineer of the Fylde Company if he think fit to attend after receiving not less than forty-eight hours notice for that purpose Provided always that no main pipes valves syphons plugs or other works belonging to the Fylde Company shall be covered to a greater depth than five feet



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and further that it shall not be lawful for the Blackpool Company to remove or displace any of the aforesaid mains pipes valves syphons plugs or other works belonging to the Fylde Company or to do anything to impede the flow of water into or through the same until good and sufficient mains pipes valves syphons plugs and works necessary or proper for continuing the supply of water as sufficiently as the same was theretofore supplied shall at the expense of the Blackpool Company have been first made and laid down in lieu thereof and be ready for use to the reasonable satisfaction of the aforesaid engineer;

- (2) The Blackpool Company shall make good all damage done to the property of the Fylde Company by the disturbance thereof and shall make full compensation to the Fylde Company for any loss or damage which they may sustain by reason of such interference as aforesaid;
- (3) If any question or difference shall at any time arise between the Fylde Company and the Blackpool Company touching any of the works herein-before provided or as to the reasonableness or sufficiency thereof the same shall be settled and determined by the engineers of the Fylde Company and the Blackpool Company or failing agreement by an engineer to be appointed by the President for the time being of the Institution of Civil Engineers on the application of either party and the decision of such last-named engineer shall be final and conclusive.

**26.** And whereas in order to avoid in the execution and maintenance of any works authorised by this Act injury to the houses and buildings within one hundred feet of the railway it may be necessary to underpin or otherwise strengthen the same Therefore the Company at their own costs and charges may and if required by the owners and lessees of any such house or building shall subject as herein-after provided underpin or otherwise strengthen the same and the following provisions shall have effect (that is to say):—

Company empowered to underpin or otherwise strengthen houses near railway.

- (1) At least ten days notice shall unless in case of emergency be given to the owners lessees and occupiers or by the owners and lessees of the house or building so intended or so required to be underpinned or otherwise strengthened;
- (2) Each such notice if given by the Company shall be served in manner prescribed by section 19 of the Lands Clauses Consolidation Act 1845 and if given by the owners and lessees of

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the premises to be underpinned or strengthened shall be sent to the principal office of the Company ;

- (3) If any owner lessee or occupier of any such house or building or the Company as the case may require shall within seven days after the giving of such notice give a counter notice in writing that he or they as the case may be disputes the necessity of such underpinning or strengthening the question of the necessity shall be referred to an engineer to be agreed upon or in case of difference to an engineer to be appointed at the instance of either party by the Board of Trade ;
- (4) Such referee shall forthwith upon the application of either party proceed to inspect such house or building and determine the matter referred to him and in the event of his deciding that such underpinning or strengthening is necessary he may and if so required by such owner lessee or occupier shall prescribe the mode in which the same shall be executed and the Company may and shall proceed forthwith so to underpin or strengthen the said house or building ;
- (5) The cost of the reference shall be in the discretion of the referee ;
- (6) The Company shall be liable to compensate the owners lessees and occupiers of every such house or building for any inconvenience loss or damage which may result to them by reason of the exercise of the powers granted by this enactment ;
- (7) If in any case in which any house or building shall have been underpinned or strengthened on the requisition of the Company such underpinning or strengthening shall prove inadequate for the support or protection of the house or building against further injury arising from the execution or use of the works of the Company then and in every such case unless such underpinning or strengthening shall have been done in pursuance of and in the mode prescribed by the referee the Company shall make compensation to the owners lessees and occupiers of such house or building for such injury Provided the claim for compensation in respect thereof be made by such owners within twelve months and by such lessees or occupiers within six months from the discovery thereof ;
- (8) Nothing in this enactment contained nor any dealing with any property in pursuance of this enactment shall relieve the Company from the liability to compensate under the sixty-

eight section of the Lands Clauses Consolidation Act 1845  
or under any other Act;

(9) Every case of compensation to be ascertained under this enactment shall be ascertained according to the provisions of the Lands Clauses Acts;

(10) Nothing in this section shall repeal or affect the application of the ninety-second section of the Lands Clauses Consolidation Act 1845.

27.—(1) The Company the Liverpool St. Helens and South Lancashire Railway Company the Blackpool Company and the Wrexham Mold and Connah's Quay Railway Company (in this section referred to as "the companies") shall not under the powers by this Act granted or under the powers of any former Act extended by this Act respectively purchase or acquire in any city borough or urban sanitary district or any parish or part of a parish not being within an urban sanitary district ten or more houses which after the passing of this Act have been or 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 occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until the companies—

Restrictions  
on displacing  
persons of  
labouring  
class.

(A) Shall have respectively 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 respectively 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

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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 companies or any of them 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 the Company in default 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 companies respectively may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be incorporated with this Act and shall apply to the purchase of lands by the companies respectively for the purposes of any scheme under this section in the same manner in all respects as if the Company purchasing 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 companies respectively may on any lands belonging to them or purchased or acquired under this section or under 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 :

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Provided that all lands on which any buildings have been erected or provided by the companies respectively 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 companies respectively 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 companies respectively 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 deposited plans 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 companies respectively 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 companies respectively 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

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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 artisans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

Power to  
apply cor-  
porate funds  
to purposes  
of Act.

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

Power for  
the Company  
to raise  
additional  
capital.

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

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

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

The capital in new shares or stock so created shall form part of the capital of the Company.

Dividends on  
new shares  
or stock.

**31.** Every person who becomes entitled to new shares or stock shall in respect of the same be a holder of shares or stock in the Company and shall be entitled to a dividend with the other holders

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

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32. If any money is payable to a share or stock holder or mortgagee or debenture stockholder being a minor idiot or lunatic the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Receipt  
clause in  
case of  
persons not  
sui juris.

33. The Company may in respect of the additional capital of one million pounds which they are by this Act authorised to raise from time to time borrow on mortgage of their undertaking any sum not exceeding in the whole three hundred and thirty-three thousand pounds but no part thereof shall be borrowed until shares for so much of the said additional capital as is to be raised by means of shares are issued and accepted and one half of such capital is paid up and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act 1845 before he so certifies that shares for the whole of such capital have been issued and accepted and that one half of such capital has been paid up and that not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof and until stock for one half of so much of the said additional capital as is to be raised by means of stock is fully paid up and the Company have proved to such justice as aforesaid before he so certifies that such shares or stock as the case may be were issued and accepted and to the extent aforesaid paid up bonâ fide and are held by the persons or corporations to whom the same were issued or their executors administrators successors or assigns and also so far as the said additional capital is raised by shares that such persons or corporations or their executors administrators successors or assigns are legally liable for the same and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which certificate shall be sufficient evidence thereof.

Power to  
borrow.

34. 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.

Power to  
create  
debenture  
stock.

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Existing  
mortgages  
to have  
priority.

**35.** All mortgages and bonds granted by the Company in pursuance of the powers of any Act of Parliament before the passing of this Act and subsisting at the passing hereof 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 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.

Repealing  
provisions of  
former Acts  
with respect  
to appoint-  
ment of a  
receiver.

**36.** 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.

Appointment  
of a receiver.

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

Application  
of moneys.

**38.** All moneys raised under this Act whether by shares stock debenture stock or borrowing shall be applied to the purposes of this Act and to the general purposes of the undertaking of the Company being in every case purposes to which capital is properly applicable.

Imposing  
penalty un-  
less railways  
opened with-  
in the time  
limited.

**39.** If the Company fail within the period limited by this Act to complete the railways the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railways are completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty amounts to five per centum on the estimated cost of the works and the said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854 and every sum of money recovered by way of such penalty as aforesaid shall



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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 specified in such warrant or order and shall not be paid thereout except as herein-after provided but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such lines by unforeseen accident or circumstances beyond their control Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control Provided also that no penalty shall accrue in respect of the railways numbered 3 5 6 7 8 9 and 10 if it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented by the want of compulsory powers from making the railways without incurring unreasonable delay inconvenience or expense.

40. 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 railways or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit and if no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid 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 railways hereby authorised or any of them have been abandoned be paid or transferred to such receiver or be applied in the discretion of the Court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid or retransferred to the Company.

Providing  
for appli-  
cation of  
penalty.

41. If the railways be not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing

Period for  
completion  
of works.

A.D. 1893. the railways or otherwise in relation thereto shall cease except as to so much thereof as may be then completed.

Owners may  
be required  
to sell to  
Company  
parts only  
of certain  
buildings  
&c.

42. And whereas in the construction of the railways and works hereby authorised or otherwise in exercise of the powers of this Act it may happen that portions only of the houses or other buildings or manufactories shown on the deposited plans may be sufficient for the purposes of the same and that such portions may be severed from the remainder of the said properties without material detriment thereto :

Therefore notwithstanding section ninety-two of the Lands Clauses Consolidation Act 1845 the owners of and other persons interested in the houses or other buildings or manufactories described in the schedule to this Act and whereof parts only are required for the purposes of this Act may if such portions can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of such properties without material detriment thereto be required to sell and convey to the Company the portions only of the premises so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof and other parties interested therein by severance or otherwise If for twenty-one days after the service of notice to sell and convey any portion or portions of the said properties any owner or other person shall fail to notify to the Company that he alleges such portion or portions cannot be severed from the remainder of the property without causing the material detriment mentioned then the Company may proceed to take such portion or portions only but if within such twenty-one days he shall by notice to the Company allege that such portion or portions cannot be severed from the remainder without causing such material detriment as aforesaid then the tribunal to whom the question of disputed compensation shall be submitted shall determine the matter of the said allegation in addition to the other questions required to be determined by them Provided always that if in the opinion of the said tribunal any such portions cannot be severed from the remainder of such property without such material detriment the Company may withdraw their notices to treat for the portion or portions of the property required by them and thereupon they shall pay to the owners of and other persons interested in the property in respect of which they have given notice to treat all costs charges

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and expenses reasonably and properly incurred by them in consequence of such notice. Provided also that if in the opinion of such tribunal any such portions can notwithstanding the allegation of such owner or other person be severed from the remainder without such material detriment then such tribunal may in its absolute discretion determine and order that the costs charges and expenses incurred by such owner or person incident to the arbitration or inquiry shall be borne and paid by such owner or person. The provisions of this section shall be in force notwithstanding anything in the Lands Clauses Consolidation Act 1845 contained. The provisions of this section shall be stated in every notice given thereunder by the Company to sell and convey any premises.

**43.** The powers granted to the Company by the Act of 1891 for the compulsory purchase of lands for the railways numbered 1 2 3 4 and 5 authorised by the Act of 1888 and described in section 5 of that Act and for the completion of the said railways are hereby extended and may be exercised by the Company for and during a period of two years from the fifth day of July one thousand eight hundred and ninety-three and on the expiration of that period those powers shall cease.

Extension of time for purchase of lands and completion of certain railways authorised by Act of 1888.

**44.** The powers granted to the Company by the Act of 1891 for the compulsory purchase of lands for the railways authorised by the Act of 1885 and described in section 4 of that Act and also the time limited by the Act of 1890 for the completion of the said railways are hereby extended and may be exercised by the Company for and during a period of two years from the sixteenth day of July one thousand eight hundred and ninety-three and on the expiration of that period those powers shall cease.

Extension of time for purchase of lands and completion of railways authorised by Act of 1885.

**45.** The powers granted to the Company by the Act of 1890 for the completion of the widening and improvement of the Company's main line between Ardwick and Guide Bridge authorised by the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act 1866 and described in sub-section (1) of section 4 of that Act are hereby extended and may be exercised by the Company for and during a period of two years from the fourteenth day of June one thousand eight hundred and ninety-three and that period shall for the purposes of section 9 of the Manchester Sheffield and Lincolnshire Railway Act 1875 be deemed to be the period originally limited by the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act 1866 for the completion of that widening and improvement and on the expiration of that period those powers shall cease.

Extension of time for completion of certain works authorised by Act of 1866.

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Extension  
of time for  
purchase of  
lands and  
completion  
of railways  
authorised  
by the St.  
Helens and  
Wigan Junc-  
tion Railway  
Acts 1885  
and 1886.

**46.** The powers granted to the Liverpool St. Helens and South Lancashire Railway Company by the Liverpool St. Helens and South Lancashire Railway Act 1891 for the compulsory purchase of lands and buildings required for the purposes of the railways and works authorised by the St. Helens and Wigan Junction Railway Act 1885 and the St. Helens and Wigan Junction Railway Act 1886 and by the St. Helens and Wigan Junction Railway Act 1889 for the construction and completion of the above-mentioned railways and works are hereby extended and may be exercised by that Company for and during a period of two years from the twentieth day of July one thousand eight hundred and ninety-three and on the expiration of that period those powers shall cease.

Extension  
of time for  
forming  
junctions  
with the  
London  
and North  
Western  
Railway near  
Connah's  
Quay.

**47.** The powers granted to the Wrexham Mold and Connah's Quay Railway Company (in this section called "the Wrexham Company") to form junctions with the London and North Western Railway near Connah's Quay in the county of Flint authorised by sub-sections 8 and 10 of section 4 of the Wrexham Mold and Connah's Quay Railway Act 1882 and revived by the Wrexham Mold and Connah's Quay Railway Act 1888 are hereby extended and may be exercised by the Wrexham Company for and during a period of two years from the fifth day of July one thousand eight hundred and ninety-three and on the expiration of that period those powers shall cease.

Extension  
of time and  
powers for  
completion  
of Railways  
5 and 6  
authorised  
by the Act  
of 1889.

**48.** The powers granted to the Company by the Act of 1889 for the completion of the Railways No. 5 and No. 6 authorised by and described in section 5 of that Act are hereby extended and may be exercised by the Company for and during a period of two years from the twenty-sixth day of July one thousand eight hundred and ninety-three.

Extension  
of time for  
completion  
of certain  
authorised  
Wirral  
Railways.

**49.** The time limited by the Wirral Railway Certificate 1883 for the completion and opening of the railways thereby authorised other than the railways and portion of railway by the Wirral Railway Act 1888 directed to be abandoned shall be and the same is hereby extended and enlarged until the expiration of two years from the nineteenth day of June one thousand eight hundred and ninety-three the time limited by the Wirral Railway Act 1884 for the completion and opening of so much of the railway by that Act authorised as has not been already completed and opened shall be and the same is hereby extended and enlarged until the expiration of two years from the fourteenth day of August one thousand eight hundred and ninety-three and the time limited by the Wirral Railway Act 1885 for the completion and opening of the railways by that Act authorised

other than Railway No. 6 by the Wirral Railway Act 1888 directed to be abandoned shall be and the same is hereby extended and enlarged until the expiration of two years from the thirty-first day of July one thousand eight hundred and ninety-three and the time limited by the Wirral Railway Act 1888 for the completion and opening of the railway by that Act authorised shall be and the same is hereby extended and enlarged until the expiration of two years from the fifth day of July one thousand eight hundred and ninety-three and on the expiration of those respective periods the powers granted to the Wirral Company by the said Certificate of 1883 the said Acts of 1884 1885 and 1888 and to the Company by the Wirral Railway Transfer Act 1889 and the Wirral Railway Act 1890 and by this Act for constructing the said railways or otherwise in relation thereto shall cease except as to so much thereof as shall then be completed.

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**50.** Subject to the provisions of this Act the Blackpool Company in addition to the other lands which they are now authorised to acquire may from time to time enter upon take use and appropriate for the purposes of their undertaking all or any of the lands hereinafter mentioned delineated on the deposited plans and described in the deposited books of reference (that is to say):—

Power to  
Blackpool  
Railway  
Company to  
acquire lands  
for general  
purposes.

Certain lands houses and buildings situate in the parish of Preston in the county of Lancaster lying on the south side of Fishergate Hill and abutting on the west and east sides respectively upon the station of the West Lancashire Railway Company and Beech Street;

Certain lands houses and buildings situate in the parish of Preston aforesaid lying on the west side of the Railway No. 1 authorised by the Blackpool Railway Act 1884 and abutting upon Strand Road;

Certain lands houses and buildings in the borough of Blackpool and parish of Bispham in the county of Lancaster situate on the north side of and abutting upon Bloomfield Road and also situate on the east side of the Preston and Wyre Railway;

Certain lands houses and buildings in the said borough of Blackpool partly in the parish of Bispham aforesaid and partly in the parish of Poulton-in-the-Fylde lying on the east and west sides of the Railway No. 2 authorised by the Blackpool Railway Act 1884 and abutting upon the Spen Dyke Railway Street Victor Street and Revoe Road Great Marton Road and Kent Road;

Certain lands houses and buildings in the said borough of Blackpool and parish of Bispham aforesaid situate on the south side

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of Albert Road and extending in a southerly direction across Charnley Street and Hornby Road to Bonny's Lane and lying between Coronation Street on the west and Livingstone Road and an intended new street on the east.

For the protection of the Lancashire and Yorkshire and London and North Western Railway Companies.

**51.** Notwithstanding anything contained in this Act or shown on the deposited plans the Blackpool Company shall not without the consent in writing of the Lancashire and Yorkshire and London and North Western Railway Companies as proprietors of the Preston and Wyre Railway under their respective common seals enter upon take use or appropriate any part of the lands near Bloomfield Road Blackpool in the parish of Bispham in the county of Lancaster which are shown and distinguished by a red colour on the plan signed in duplicate by Alexander Ross on behalf of the Blackpool Company and by William Hunt on behalf of the proprietors.

Period for compulsory purchase of lands by Blackpool Railway Company.

**52.** The powers of the Blackpool Company for the compulsory purchase of lands under the powers of this Act shall cease after the expiration of three years from the passing of this Act.

Blackpool Railway Company may stop up part of a certain street and make a new street in lieu thereof.

**53.** The Blackpool Company when and so soon as they have become the owners in possession of the houses and lands on both sides of so much of Charnley Street in the borough of Blackpool and parish of Bispham aforesaid as lies between Coronation Street and a point six chains or thereabouts measured in an easterly direction along Charnley Street from its junction with Coronation Street may stop up and discontinue as a street so much of the said street as aforesaid and they shall before stopping up the same and in lieu thereof form make sewer level pave metal flag kerb channel and make good to the reasonable satisfaction of the Corporation and dedicate to the use of the public a new street commencing at a point in Hornby Road at its junction with Livingstone Road and extending in a northerly direction across Charnley Street and terminating at Albert Road at a point five chains or thereabouts measured along that road from its junction with Coronation Street.

Extinguishment of rights of way over portion of Charnley Street Blackpool.

**54.** Subject to the provisions of this Act all rights of way over and along the portion of Charnley Street in the borough of Blackpool to be stopped up and discontinued as aforesaid shall be and the same are as from the stopping up thereof by this Act extinguished.

As to vesting of site and soil of portion of Charnley Street Blackpool stopped up.

**55.** The site and soil of the portion of Charnley Street in the borough of Blackpool by this Act authorised to be stopped up and discontinued and the fee simple and inheritance thereof if the Blackpool Company now are or under the powers of this Act or of

A.D. 1893.

any other Act relating to the Company already passed shall become the owners of the lands on both sides thereof shall be from the time of the stopping up thereof wholly and absolutely vested in the Blackpool Company for the purposes of their undertaking subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway.

**56.** The Company may in respect of the capital subscribed or to be subscribed by them towards the undertaking of the Blackpool Company from time to time appoint four directors of the Blackpool Company and no other qualification than being so appointed shall be requisite for such directors and such appointment may from time to time be revoked and the person or persons so from time to time appointed shall accordingly be directors of the Blackpool Company and shall have the same powers and be subject to the same regulations and provisions as the other directors of the Blackpool Company except as to retiring from office by rotation and voting at general meetings of the Blackpool Company. Provided always that all such revocations and appointments shall be testified in writing under the common seal of the Company and shall be delivered to the directors of the Blackpool Company and shall be kept with their records and an entry of every such appointment and revocation shall be made in the minutes of their proceedings.

Power to  
Company to  
appoint  
directors of  
Blackpool  
Railway  
Company.

**57.** The railways shall for the purposes of tolls rates and charges and subject to the provisions of this Act in all other respects be deemed part of the railways of the Company.

Tolls for use  
of railways.

**58.** No interest or dividend shall be paid out of any share or loan capital which the Company are by this Act authorised to raise to any shareholder on the amount of the calls made in respect of the shares held by him but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act 1845.

Interest not  
to be paid on  
calls paid up.

**59.** The Company shall not out of any money by this Act authorised to be raised pay or deposit any sum which by any standing order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Deposits for  
future bills  
not to be  
paid out of  
capital.

**60.** Nothing in this Act contained shall exempt the Company or any Company to which powers are by this Act granted or the

Provision as  
to general  
Railway  
Acts.

A.D. 1893. railways of any such 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 which the Company and any Company to which powers are by this Act granted are authorised to take.

Costs of Act. **61.** 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.

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### SCHEDULE referred to in the foregoing Act.

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DESCRIBING BUILDINGS AND MANUFACTORIES WHEREOF PORTIONS ONLY ARE REQUIRED TO BE TAKEN BY THE COMPANY.

Parish.	No. on Deposited Plans.
St. Nicholas Leicester - -	132.
St. Mary Leicester - -	32, 72, 14.

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