

land Railway, at or near the south end of the passenger platform of the Dore and Totley Station, and thence passing in, through, or into, or situate within all or some of the parishes, townships, and extra-parochial or other places of Dronfield, Beauchief, Beauchief Abbey, Norton, Dore, Dore with Totley, Totley, Holmsfield, Hathersage, Outseats, Bamford, Derwent, Derwent Chapel, Derwent Woodlands, Hope, Aston, Thornhill, Hope Woodlands, Castleton, Edale, Edale Chapel, Edale Holy Trinity, Chapel-en-le-Frith, Bowden Edge, Bradshaw Edge, Coombs Edge, Glossop, Chinley, Chinley with Bugsworth, and Bugsworth, and terminating in the parish of Glossop by a junction with the Ambergate and Manchester line of the Midland Railway, at or near the north end of the Milton Viaduct, and 11 chains or thereabouts, measured in a north-westerly direction along the said railway from the mile-post on that line denoting 50 miles from Ambergate.

A railway (to be called Railway No. 2) wholly in the parish of Glossop, in the county of Derby, commencing by a junction with the intended Railway No. 1, in a certain field in the parish of Glossop, known as the Lower Breck field, numbered 1120 on Sheet IX. 9 of the large scale (25 inch) ordnance map of Derbyshire Northern Division, belonging to Daniel Wood and Samuel Wood, and in the occupation of John Hadfield, and terminating by a junction with the Ambergate and Manchester line of the Midland Railway, at a point 23 chains or thereabouts, measured along the said railway in a north-westerly direction from the before described termination of the intended Railway No. 1.

To empower the Company to purchase and take by compulsion or agreement for the purposes of the intended railways, or either of them, and to hold lands, houses, and other property in the parishes, townships, and places aforesaid, and to take a part only of any property, without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To vary or extinguish all existing rights and privileges connected with any such lands or houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them, and to confer other rights and privileges.

To empower the Company to cross, alter, divert; and stop up permanently as well as temporarily such turnpike, highway, or other roads, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, waters, watercourses, sewers, drains, pipes, and telegraphic and telephonic apparatus as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said intended railways or any of the works, approaches, stations, or conveniences connected therewith.

To empower the Company to levy tolls, rates, and charges upon or in respect of the said intended railways and works, and for the conveyance of passengers, animals, and goods thereon, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company and any other company or companies running over, working, or using the intended railways, or any part thereof, to run over and use with their engines and carriages, officers and servants, and for the purposes

of traffic of every description, the portions of railways hereinafter described (that is to say):—

- (1) So much of the Chesterfield and Sheffield line of the Midland Railway Company as lies between the commencement of Railway No. 1 and the station on that line at Sheffield.
- (2) So much of the railway of the Midland Railway Company as lies between the termination of Railway No. 1 and the Buxton Station of that Company.
- (3) So much of the railway of the Midland Railway Company as lies between the said termination of Railway No. 1 and the Manchester, Sheffield, and Lincolnshire Railway at New Mills.

And to use the said stations and all other stations on the said portions of railway respectively, and the roads, signals, water, watering-places, engine-sheds, offices, warehouses, sidings, junctions, works, and conveniences connected therewith, and with the said portions of railway respectively, upon payment of such tolls, rates, charges, or other remuneration, and upon such terms and conditions as shall be mutually agreed upon between the Company or Companies exercising such powers, and the Midland Railway Company or failing such agreement as shall be settled by arbitration, or as otherwise prescribed or provided for by the intended Act.

To enable the Company on the one hand, and the Midland Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company or either of them, on the other hand, to enter into and carry into effect agreements with respect to the several matters aforesaid, or any of them, and with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the said railways, and to the costs, charges, and expenses of such construction, working, use, management, and maintenance, and to the regulation, management, and transmission of the traffic of the railways of the Companies parties to any such agreement, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To enable the Company, notwithstanding anything in the Companies' Clauses Consolidation Act, 1845, to the contrary, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares or stock of the Company.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the several local and personal Acts following (that is to say):—The Act 7 and 8 Vict., cap. 18, and any other Act relating to the Midland Railway Company; and the Act 12 and 13 Vict., cap. 81, and any other Act relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

And notice is hereby also given that a plan and section in duplicate of the intended railways, showing the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an ordnance map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Derby, at his office at Derby, and that a copy of so much of the said plan, section, and book of reference as relates to each of the before-mentioned parishes will be deposited with the