

portions of railways hereinafter mentioned, together with the stations, sidings, roads, watering places, water supply, booking and other offices, warehouses, sheds, yards, junctions, points, signals, landing places, works, conveniences, and appliances, on or connected therewith respectively, that is to say:—

1. The Railway No. 4, authorised by the Manchester, Sheffield, and Lincolnshire Railway Act, 1895, and by virtue of the Great Central Railway Act, 1898, now vested in the Nottingham Joint Station Committee, incorporated by the Great Central Railway Act, 1897, and which railway the Great Central Railway and the Great Northern Railway Companies severally and jointly are entitled to use as if it formed part of the undertaking of those two Companies.

2. So much of the railways of the Shropshire Union Railways and Canal Company as lies between the points abovescribed, as the termination of the Railways Nos. 8 and 9, proposed to be authorised by the intended Act respectively, and the Newport Station of that Company, including the Gnosall and Newport Stations.

To require and compel the Great Central Railway Company, the Great Northern Railway Company, the Shropshire Union Railways and Canal Company, and the London and North Western Railway Company, respectively, to afford all requisite facilities for such traffic as aforesaid, and to enable the Company and all such Companies and persons as aforesaid, to levy tolls, rates, and charges in respect of all traffic conveyed by them over the before-mentioned railways and portions of railways, and the said stations, sidings, yards, and conveniences, or any part or parts thereof, under the powers of the intended Act, and, if need be, to vary the tolls, rates and charges to be hereafter taken upon or in respect of the said railways or portions of railways respectively aforesaid, or any part or parts thereof, and the stations, works, and conveniences connected therewith.

To empower the Great Central Railway Company and all Companies and persons lawfully working or using the railways of the Great Central Railway Company, or any of them, or any part or parts thereof, to run over and use with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, upon such terms and conditions and upon payment of such tolls, rates, charges, or other remuneration as may be agreed upon or settled by arbitration, or prescribed by the intended Act, the railways hereinafter mentioned or some part or parts thereof, together with the stations, sidings, roads, watering places, water supply, booking and other offices, warehouses, sheds, yards, junctions, points, signals, landing places, works, conveniences, and appliances, on or connected therewith respectively, that is to say:—

So much of the railway of or belonging to the Company as lies between the junctions of that railway, at or near Egginton, in the county of Derby, with the railway of the Great Northern Railway Company, and the junctions at or near Burton-on-Trent, in the county of Stafford, of the Company's railway, with the railways of the Midland Railway Company, and the London and North Western Railway Company, and with the sidings and works of the Great Northern Railway Company respectively.

To empower the Company and the Great Central Railway Company, the Great Northern Railway Company, the Midland Railway Company, the Shropshire Union Railways

and Canal Company, and the London and North Western Railway Company, or any or either of them respectively, to enter into and carry into effect agreements with reference to the exercise of such powers as aforesaid, and to confirm and give effect to any such agreements which may have been or may be entered into prior to the passing of the intended Act.

To authorise the Company to abandon the construction of Railway No. 1, authorised by the North Staffordshire Railway Act, 1895, and to release the Company from all liabilities, penalties, and obligations for or in respect of the non-completion thereof.

To make provision for the appointment of special constables to act within, upon, and near to all or any of the railways, canals, stations, and works of the Company, with all the powers, protections, and privileges by law attaching to constables.

To make further and more effectual provision for the prevention of trespass upon the railways, stations, works, and navigations belonging to or leased or worked by the Company, by the imposition of penalties or otherwise, as may be provided by the intended Act, upon persons who may trespass upon such railways, stations, works, or navigations, and to vest in the Company and their officers and servants, more effectual and immediate powers for the prevention of persons so trespassing.

To authorise the Company, notwithstanding the provisions of Section 48 of the Railways Clauses Consolidation Act, 1845, to run trains at a greater speed than four miles an hour over any level crossing where such crossing may be, at, near, or adjoining any station of the Company.

To authorise and empower the directors of the Company to grant pensions, annuities, or retiring allowances to officers and servants of the Company, and to subscribe or make donations to charitable institutions or voluntary rates.

To authorise and empower the Company to make applicable to the purposes of the intended Act any capital moneys now raised or which the Company may already be empowered to raise.

To authorise the Company, for the purposes of the intended Act and for the general purposes of the Company, to raise further sums of money by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights and privileges attached thereto, or by borrowing or by the creation of debenture stock, or by any of such means.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the object of the intended Act, and to confer, vary and extinguish other rights and privileges.

To alter, vary and amend, so far as may be necessary for the purposes of the intended Act, all or some of the following Acts, local or personal, that is to say:—

The Act 6 Geo. III., cap. 96, and all other Acts relating to the Navigation from the Trent to the Mersey.

The Act 35 Geo. III., cap. 87, and all other Acts relating to the Newcastle-under-Lyme Canal.

The North Staffordshire Railway Act, 1847, and all other Acts relating to the Company.

The Newcastle-under-Lyme Canal (Lease) Act, 1864.

The Act 9 & 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company.

The Act 17 & 18 Vict., cap. 179, and all other Acts relating to the Shropshire Union Railways and Canal Company.

The Shropshire Union Railways and Canal Lease Act, 1847.