



ANNO TRICESIMO PRIMO

VICTORIÆ REGINÆ.

Cap. iv.

An Act to confer certain additional Powers upon
the *North London Railway Company*.

[29th *May* 1868.]

WHEREAS it is expedient that the *North London Railway Company* should be empowered, for Purposes connected with their authorized Undertaking, to execute the Works, stop up the Portions of Roads, and acquire the Lands in this Act mentioned: And whereas Plans and Sections showing the Works proposed to be executed, and Plans showing the Lands and Houses to be acquired by the Company under this Act, together with a Book of Reference to such Plans, have been deposited with the Clerk of the Peace for the County of *Middlesex*, and such Plans, Sections, and Book of Reference are herein-after referred to as the deposited Plans, Sections, and Book of Reference: And whereas the Purposes aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

1. This Act may be cited for all Purposes as "*The North London Short Title Railway Act, 1868.*"

2. "*The Lands Clauses Consolidation Act, 1845,*" "*The Lands Clauses Consolidation Acts Amendment Act, 1860,*" and "*The*
[*Local.*] *K* *Railways* 8 & 9 Vict.
cc. 18. & 20.
and

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23 & 24 Vict.
c. 106. in-
corporated.

Railways Clauses Consolidation Act, 1845," are (except where expressly varied by this Act) incorporated with and form Part of this Act.

Interpre-
tation of
Terms.

3. In this Act the several Words and Expressions to which Meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective Meanings, unless there be something in the Subject or Context repugnant to such Construction; the Expression "the Company" shall mean the *North London Railway Company*; the Expression "the *Tilbury Branch*" shall mean the Branch Railway to the *London, Tilbury, and Southend Railway*, authorized by "The *North London Railway Act, 1867*;" and the Expression "Superior Courts," or "Court of competent Jurisdiction," or 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 common Simple Contract Debt, and not a Debt or Demand created by Statute.

Definition of
Term
"Parish
Clerks."

4. In construing in connexion with this Act "The Railways Clauses Consolidation Act, 1845," the Term "Parish Clerks" in the last-mentioned Act shall, as regards those Parishes or extra-parochial Places in which by the Standing Orders of either House of Parliament Plans, Sections, and other Documents are now required to be deposited with the Vestry Clerk, or with the Clerk of the District Board of Works for the District in which the Parish or extra-parochial Place is included, mean in the First Case the Vestry Clerks of those Parishes, and in the Second Case the Clerks of those District Boards.

Power to
construct
new Street
in Hackney,
and to stop
up Blomfield
Street
North.

5. Subject to the Provisions of this Act, the Company may construct in the Line and according to the Levels shown upon the deposited Plans and Sections a new Street or Road in the Parish of *Saint John at Hackney* in the County of *Middlesex*, leading from *Forest Road* on the North to *Richmond Road* on the South (such new Street or Road being in lieu of the present Street or Road known as *Blomfield Street North*), and upon the opening of such new Street or Road to the Public the Company may stop up and discontinue as a public Thoroughfare the said Street or Road known as *Blomfield Street North*, between *Forest Road* and *Richmond Road* aforesaid, and the Site and Soil of such last-mentioned Street or Road shall thenceforth vest in and may be appropriated for the Purposes of the Company.

Provision for
Repair of
new Street
in lieu of
Blomfield
Street
North.

6. The new Street or Road authorized by this Act in lieu of *Blomfield Street North* shall, when completed, from Time to Time be repaired and maintained by and at the Expense of the Board of Works for the *Hackney* District in the same Manner and to the same

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same Extent as the said *Blomfield Street North*, for which such new Street or Road is intended to be substituted, would, if the same had not been made, have been repaired and maintained: Provided always, that if any Question shall arise between the Company and the said District Board of Works as to the due Completion of the said new Street or Road, such Questions shall from Time to Time be determined by a Metropolitan Police Magistrate, on the Application of either of the Parties in difference, and after not less than Seven Days Notice to both Parties of the sitting of the Justices for the Purpose; and the Certificate of such Police Magistrate of the due Completion of the new Street or Road shall be conclusive Evidence of the Fact so certified.

7. And whereas the Lands and Houses opening into the Portion of the Road known as *Denbigh Terrace* in the Parish of *Saint Mary, Stratford-le-Bow*, in the County of *Middlesex*, which by "The *North London Railway Act, 1867*," the Company are in the Construction of the *Tilbury Branch* authorized to divert, have all been acquired by the Company, and such Portion of the said Road is not used by the Occupiers of any other Property near or adjoining thereto: Therefore in the Execution of the Works relating to the *Tilbury Branch* the Company may abandon the Construction of the Diversion of the said Road shown upon the Plans deposited in reference to the *Tilbury Branch*, and may stop up and discontinue as a public Thoroughfare the before-mentioned Portion of the said Road, and the Site and Soil thereof shall thenceforth vest in and may be appropriated for the Purposes of the Company.

8. In the Execution of the Works authorized by "The *North London Railway (Additional Capital) Act, 1860*," and by "The *North London Railway Act, 1867*," in reference to the widening of the Company's Railway and the Removal of the *Camden Road Station* thereof, and in order to give additional Accommodation and Facilities to the Public at the Station to be erected in lieu thereof on the Western Side of *Camden Road*, they may, subject to the Provisions of this Act, in the Construction of the Bridges or additional Works required at the Junction of *Camden Road* and *Great College Street* and at *Priory Mews* respectively, widen or extend the same Bridges and Works respectively on the Northern Side of the existing Railway and Works of the Company to any Extent not exceeding the Limits shown upon the deposited Plans and Sections.

9. In the Execution of the widening authorized by "The *North London Railway (Widening) Act, 1861*," at the crossing of the *Caledonian Road*, the Company may widen the Bridge carrying their Railway over such Road on the South Side to any Extent not exceeding the Limits shown upon the deposited Plans and Sections; but in the event of such widening being made, the widened Portion shall

Power to
stop up
Portion of
Denbigh
Terrace,
Bow.

Power to
stop up
Portion of
Denbigh
Terrace,
Bow.

Power to
widen
Bridges
over Camden
Road and
Great
College
Street, and
over Priory
Mews, Cam-
den Town.

Power to
widen
Bridge over
Caledonian
Road.

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shall be of the same Height and Span, and in all respects of the same Character as the existing Bridge, and any additional Lamps (not exceeding Two in Number) which, in the Opinion of the Vestry of the Parish of *Saint Mary, Islington*, may be necessary to be put up under such Bridge, shall be provided and lighted by such Vestry, and the Expenses incurred by them in respect of such extra Lamp or Lamps shall be repaid to them by the Company on Demand.

Power to construct Works and to acquire an Easement under certain Roads in Islington.

10. In the Reconstruction of the *Newington Road* Station of the Company consequent upon carrying out the widening authorized by "The *North London Railway (Widening) Act, 1861*," the Company may construct the Waiting Rooms and other Accommodation Works appurtenant to such Station under the several Streets or Roads known as *North Grove West* and *South Grove West, Mildmay Park*, in the Parish of *Saint Mary, Islington*, and may for that Purpose acquire Easements in the Land under the Site of such Streets or Roads to the Extent shown upon the deposited Plans, and described in the deposited Book of Reference, but the existing Levels of such Roads shall not be permanently interfered with.

Power to stop up Portion of New Norfolk Street, Shoreditch.

11. In the widening authorized by "The *North London Railway Act, 1867*," of the Railway constructed under the Powers of "The *North London Railway (City Branch) Act, 1861*," the Company may stop up and discontinue as a public Highway so much of the Street or Way known as *New Norfolk Street* in the Parish of *Saint Leonard, Shoreditch*, in the County of *Middlesex*, as runs North and South parallel to and on the West Side of the Company's existing Railway, and as lies between another Part of the same Street running East and West on the South, and the Houses fronting and on the North Side of *Norfolk Gardens* on the North, and the Site and Soil of so much of the said Street or Way as shall be so stopped up shall thenceforth be absolutely vested in the Company.

Power to stop up further Portion of Swan Yard, otherwise Albert Street, Islington.

12. Whereas by "The *North London Railway Act, 1865*," the Company was empowered permanently to stop up and appropriate for their Use Portions of the Street or Lane in the Parish of *Saint Mary, Islington*, known as *Swan Yard*, otherwise *Albert Street*, to the Extent shown upon the Plans referred to in the said Act: And whereas the Company have acquired all the Lands and Houses having Entrances or Rights of Way into the said Street or Lane authorized to be stopped up, which lie between their Railway and the *Holloway Road*: Therefore the Company may stop up and discontinue as a public Highway so much of *Swan Yard*, otherwise *Albert Street*, as lies between the Portion thereof already authorized to be stopped up and the *Holloway Road*, and the Site and Soil of so much of the said Street or Lane as shall be so stopped up shall thenceforth be absolutely vested in the Company.

13. In

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13. In addition to the other Lands which the Company are already authorized to acquire, they may, subject to the Provisions of this Act, from Time to Time enter upon, take, use, and appropriate all or any of the Lands and Houses following, defined on the deposited Plans, and described in the deposited Book of Reference; (that is to say,)

Power to purchase additional Lands.

Certain Lands and Houses in the Parish of *Saint Mary, Islington*, in the County of *Middlesex*, lying on the North Side of and near to the Company's Railway between *Albert Street*, otherwise *Swan Yard*, on the East, and a private Road known as *Wilson's Road* on the West:

Certain other Lands and Houses in the same Parish at the Corner of *Albert Street* aforesaid and *Albert Square*:

Certain other Lands and Houses in the same Parish lying on the South Side of and near to the Company's Railway between *Liverpool Road* on the West and Land belonging to the Company on the East:

Certain Lands in the Parish of *Saint John at Hackney* in the County of *Middlesex*, now used as a Garden and Pasture Ground, lying South of the Company's Railway, and West of *Church Street, Hackney*, and belonging or reputed to belong to *Thomas Wilkinson Esquire*.

14. The Powers for the compulsory Purchase of such Lands and Houses respectively, or of any Easements or Rights which by this Act the Company are authorized to acquire, shall not be exercised after Three Years from the passing of this Act.

Powers for compulsory Purchases limited.

15. Where any of the intended Works to be done under or by virtue of this Act shall or may pass over, under, or by the Side of, or so as to interfere with, any Sewer, Drain, Watercourse, Defence, or Work under the Jurisdiction or Control of the Metropolitan Board of Works, or of any Vestry or District Board constituted under "The Metropolis Local Management Act, 1855," "The Metropolis Management Amendment Act, 1862," or any Act or Acts amending the same, or extending the Powers thereof, or with any Sewers or Works to be made or executed by the said Boards or Vestry, or either of them, or shall or may in any way affect the Sewerage or Drainage of the Districts under their or either of their Control, the Company shall not commence such Work until they shall have given to the said Metropolitan Board or to the District Board or Vestry, as the Case may be, Fourteen Days previous Notice in Writing of their Intention to commence the same, by leaving such Notice at the principal Office of such Board or Vestry, as the Case may be, for the Time being, with a Plan and Section showing the Course and Inclination thereof, and other necessary Particulars relating thereto, and until such Board or Vestry respectively shall have signified their Approval of the same, unless such Board or

For Protection of Sewers of Metropolitan and other Boards.

[Local.]

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Vestry,

The North London Railway Act, 1868.

Vestry, as the Case may be, do not signify their Approval, Disapproval, or other Directions within Fourteen Days after Service of the said Plan, Sections, and Particulars as aforesaid, and the Company shall comply with and conform to all Orders, Directions, and Regulations of the said Metropolitan Board, and of the respective Boards or Vestries, in the Execution of the said Works, and shall provide, by new, altered, or substituted Works in such Manner as such Boards or Vestries respectively may deem necessary, for the proper Protection of and for preventing Injury or Impediment to the Sewers and Works herein-before referred to by or by reason of the said intended Works, or any Part thereof, and shall save harmless the said Metropolitan Board, District Board, and Vestry respectively against all and every the Expense to be occasioned thereby; and all such Works shall be done by or under the Direction, Superintendence, and Control of the Engineer, or other Officer or Officers of the said Metropolitan Board, District Board, or Vestry (as the Case may be), at the Costs, Charges, and Expenses in all respects of the Company; and all Costs, Charges, and Expenses which the said Metropolitan Board or any District Board or Vestry may be put to by reason of the Works of the Company, whether in the Execution of Works, the Preparation or Examination of Plans or Designs, Superintendence, or otherwise, shall be paid to such Boards or Vestry by the Company, on Demand; and when any new, altered, or substituted Works as aforesaid, or any Works or Defence connected therewith, shall be completed by or at the Costs, Charges, or Expenses of the Company under the Provisions of this Act, the same shall thereafter be as fully and completely under the Direction, Jurisdiction, and Control of the said Metropolitan Board, District Boards, and Vestry respectively, as the Case may be, as any Sewers or Works now are or hereafter may be; and nothing in this Act shall extend to prejudice, diminish, alter, or take away any of the Rights, Powers, or Authorities vested or to be vested in the said Metropolitan Board, District Boards, and Vestries, or any or either of them, or of their Successors, but all such Rights, Powers, and Authorities shall be as valid and effectual as if this Act had not been passed.

For Protection of the Vestry of Saint Pancras.

16. The Powers by this Act conferred upon the Company with respect to the widening of Bridges and Construction of additional Works in *Saint Pancras* shall be subject to the following Provisions:

1. The Bridges shall, so far as is practicable, be made Watertight, and be so constructed as to deaden, so far as is practicable, the Sound of Engines, Carriages, and Traffic passing over them:
2. Close Screens shall be erected and maintained by the Company on each Side of the Bridges, each such Screen to be not less than Eight Feet Six Inches in Height above the Level of the Rails, and to be constructed to the Satisfaction of the Chief Surveyor for the Time being of the Parish of *Saint Pancras*:
3. Any

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3. Any additional Lamps (not exceeding Two in Number) which in the Opinion of the said Vestry may be necessary to be put up under each of the proposed Bridge Widenings shall be provided and lighted by the said Vestry, and the Expenses incurred by the Vestry in respect of such extra Lamp or Lamps shall be repaid to them by the Company, on Demand :
4. The present Drinking Fountain and Water Trough situate in the *Camden Road*, near the Junction of that Road and *Great College Street*, shall be taken down by and at the Expense of the Company, and shall at their Expense be erected when and at such public Place in the Parish of *Saint Pancras* as the said Vestry shall direct :
5. The Company may erect a Column as a Support to the Bridge over the said *Camden Road* to be widened under the Powers of this Act, but such Column shall be erected with a Water Trough on the Northern Side thereof, and in such Situation and Manner as shall be required by the said Chief Surveyor :
6. The Company shall also, to the Satisfaction of the said Chief Surveyor, before opening the said widened Portion of the said Bridge, put up a Drinking Fountain on the Eastern Side of the Foot Pavement under the said Bridge, which Fountain shall not project over any Part of the said Pavement, but shall be set back in the Brickwork of the Bridge :
7. Any Difference which may arise under this Act between the Company and the said Vestry, or between the Company and the said Chief Surveyor, shall be from Time to Time referred to and determined at the Expense of the Company by an Engineer to be agreed upon, or, failing such Agreement, by an Engineer to be appointed on the Application of either Party by the President for the Time being of the Institution of Civil Engineers.

17. If it shall be necessary, in the Execution of any of the Works by this Act authorized, to break up any Part of any Road, Street, Carriage or public Foot Way within the said Parish of *Saint Mary, Islington*, the Company shall, Seven Days at least previously thereto, give to the Vestry of such Parish, or their Surveyor or other Officer authorized to receive the same, Notice in Writing of their Intention to break up or open such Road, Street, Carriage or Foot Way; and such Notice shall be given by delivering the same personally to such Surveyor or other Officer, or by leaving the same at the Vestry Offices, and shall specify the Part of the Road, Street, Carriage or Foot Way intended to be broken up or opened.

Seven Days Notice to be given to Surveyor of Saint Mary, Islington, before breaking up Roads.

18. The Provisions of the One hundred and thirty-third Section of "The Lands Clauses Consolidation Act, 1845," with respect to the Payment of the Land Tax and Poor's Rate, shall, as to any Lands or Properties to be acquired under the Authority of this Act

Provision as to Payment of Rates in the Parish of Saint Mary, Islington.

in

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in the Parish of *Saint Mary, Islington*, extend to all Rates now chargeable upon Property or the Occupiers thereof in the said Parish.

Claims for Compensation by yearly Tenants to be settled as prescribed by Sect. 121 of 8 & 9 Vict. c. 18.

19. All Claims for Compensation made upon the Company under the Sixty-eighth Section of "The Lands Clauses Consolidation Act, 1845," and the Sixth Section of "The Railways Clauses Consolidation Act, 1845," or either of them, with reference to any Lands or Houses, or any Interest therein, alleged to be injuriously affected by the Exercise by the Company of the Powers of this Act, shall, if the Person claiming to be entitled to Compensation has no greater Interest than as Tenant for a Year or from Year to Year in the Lands or Houses in respect of which the Compensation is claimed, be determined in manner provided by the One hundred and twenty-first Section of "The Lands Clauses Consolidation Act, 1845."

As to Powers of leasing.

20. The Powers of leasing conferred upon the Company by the Twenty-fourth Section of "The *North London Railway* (Additional Powers) Act, 1864," shall be applicable and extend to all Lands and Houses acquired by them under the Provisions of any subsequent Act or of this Act.

Deposits for future Bills not to be paid out of Capital.

21. The Company shall not, out of any Money by any Act relating to the Company authorized 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 authorizing the Company to construct any Railway, or to execute any other Work or Undertaking.

Railway not exempt from Provisions of present and future General Acts.

22. Nothing in this Act contained shall be deemed or construed to exempt the Railway of the Company from the Provisions of any General Act relating to Railways, or the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the Rates for small Parcels, and of the maximum Rates of Fares and Charges, authorized to be taken by the Acts relating to the Company.

Expenses of Act.

23. All the Costs, Charges, and Expenses of and attending the passing of this Act, or incidental thereto, shall be paid by the Company.

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