

ELIZABETH II



1977 CHAPTER xvi

An Act to confirm a Provisional Order under the Private Legislation Procedure (Scotland) Act 1936, relating to British Railways. [29th July 1977]

WHEREAS the Provisional Order set forth in the schedule hereunto annexed has been made by the Secretary of State under the provisions of the Private Legislation Procedure (Scotland) Act 1936, and it is requisite that the said 1936 c. 52. Order should be confirmed by Parliament:

Be it therefore 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. The Provisional Order contained in the schedule hereunto annexed is hereby confirmed. Confirmation of Order in schedule.
2. This Act may be cited as the British Railways Order Confirmation Act 1977. Short title.

SCHEDULE

BRITISH RAILWAYS

Provisional Order to empower the British Railways Board to construct works and to acquire lands; to confer further powers on the Board; and for other purposes.

1962 c. 46.

Whereas by the Transport Act 1962 the British Railways Board (hereinafter referred to as "the Board") were established:

And whereas it is the duty of the Board under the Transport Act 1962 (inter alia) to provide railway services in Great Britain and, in connection with the provision of railway services, to provide such other services and facilities as appear to the Board to be expedient, and to have due regard, as respects all those railway and other services and facilities, to efficiency, economy and safety of operation:

And whereas it is expedient that the Board should be empowered to construct the works authorised by this Order and to acquire the lands referred to in this Order:

And whereas it is expedient that the other powers in this Order contained should be conferred upon the Board and that the other provisions in this Order contained should be enacted:

And whereas a plan and sections showing the lines or situations and levels of the works to be constructed under this Order, and a plan of the lands authorised to be acquired or used by this Order, and a book of reference to such plan containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands, were duly deposited in the office of the Clerk of the Parliaments and in the Private Bill Office of the House of Commons and with the sheriff clerk of the sheriff court district within which the said works will be constructed or the said lands are situated, which plan, sections and book of reference are respectively referred to in this Order as "the deposited plan", "the deposited sections" and "the deposited book of reference":

1936 c. 52.

And whereas the purposes aforesaid cannot be effected without an Order confirmed by Parliament under the provisions of the Private Legislation Procedure (Scotland) Act 1936:

Now therefore, in pursuance of the powers contained in the last-mentioned Act, the Secretary of State orders as follows:—

PART I

PRELIMINARY

1. This Order may be cited as the British Railways Order 1977. Short title.

2.—(1) In this Order, unless there be something in the subject or context repugnant to such construction, the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated herewith have in relation to the relative subject-matter the same respective meanings, and— Interpretation.

“ the Act of 1845 ” means the Railways Clauses Consolidation (Scotland) Act 1845; 1845 c. 33.

“ the Act of 1847 ” means the Harbours, Docks and Piers Clauses Act 1847; 1847 c. 27.

“ the authorised works ” means the works authorised by this Order;

“ the Board ” means the British Railways Board;

“ the East Pier ” means the East Pier, Stranraer, in the district of Wigtown owned and managed by the Board;

“ enactment ” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“ land ” includes any interest in land and any servitude, right or privilege in, to or over land and any land covered by water;

“ the level of high water ” means the level of mean high-water springs;

“ the Lands Clauses Acts ” means the Lands Clauses Acts as amended by the Land Compensation (Scotland) Act 1963 1963 c. 51. and any other enactment modifying or extending the same;

“ the limits of deviation ” means the limits of deviation shown on the deposited plan;

“ the Stranraer Railway Acts ” means so much of the enactments specified in Schedule 1 to this Order as relates to the East Pier;

“ tidal work ” means so much of any work authorised by this Order as is on, under or over tidal waters or tidal lands below the level of high water;

“ the tribunal ” means the Lands Tribunal for Scotland;

“ vessel ” includes any ship, boat, raft or craft of every class or description, howsoever navigated or propelled, and a hovercraft (as defined in the Hovercraft Act 1968) and a hydrofoil 1968 c. 59. vessel.

PART I
—cont.

(2) All distances and lengths stated in any description of works, powers or lands in this Order, except in section 5 (Power to deviate) and section 10 (Power to dredge) thereof, shall be construed as if the words “or thereby” were inserted after each such distance and length.

(3) Unless the context otherwise requires, any reference in this Order to a work identified by the number of that work shall be construed as a reference to the work of that number authorised by this Order.

(4) Any reference in this Order to any enactment shall be construed as a reference to that enactment as applied, extended or amended by, or by virtue of, any subsequent enactment including this Order.

Incorporation
of general Acts.

3.—(1) The following enactments, so far as the same are applicable for the purposes and are not inconsistent with, or varied by, the provisions of this Order, are incorporated with and form part of this Order, and this Order shall be deemed to be the special Act for the purposes of the said incorporated enactments:—

1845 c. 19.

(a) The Lands Clauses Acts, except sections 120 to 124 and section 127 of the Lands Clauses Consolidation (Scotland) Act 1845;

1863 c. 92.

(b) The Act of 1845, except sections 7, 8, 9, 17, 19, 20, 22 and 23 thereof, and Part I (relating to construction of a railway) of the Railways Clauses Act 1863, except sections 13, 14, 18 and 19 thereof;

(c) The Act of 1847, except sections 6 to 9, 11 to 13, 16 to 23, 25, 26, 33, 49, 50, 79, 80, 84 to 90, 94, 95, 97 and 98.

(2) In the application of the Act of 1845 and the Railways Clauses Act 1863 as incorporated with this Order—

(a) the expression “the company” means the Board;

(b) the expression “the railway” means the authorised works and “the centre of the railway” means the centre line of each such work as shown on the deposited plan;

(c) in sections 35 to 37 the expression “the period by the special Act limited for the completion of the railway” means the period of five years from the commencement of the construction of the authorised works; and

1950 c. 39.

(d) sections 18 and 21 of the Act of 1845 shall not extend to regulate the relations between the Board and any other person in respect of any matter or thing concerning which those relations are regulated in any respect by the provisions of Part II of the Public Utilities Street Works Act 1950.

(3) In the application of the Act of 1847 as incorporated with this Order—

(a) the expression “the harbour, dock, or pier” means, in relation to the East Pier and the authorised works, that pier and those works;

- (b) the expression "the harbour master" means the Board's harbour master at Stranraer;
- (c) the expression "vessel" has the same meaning as in this Order, instead of the meaning assigned to it by section 3 of the Act of 1847;
- (d) the limits within which the powers of the harbour master shall be exercisable shall be an area comprising tidal waters or tidal lands within—

(i) a distance of 250 metres from any part of the East Pier or the authorised works; and

(ii) the area of the approach channel and swinging area specified in subsection (1) (b) of section 10 (Power to dredge) of this Order beyond that distance;

but does not include any part of the West Quay of Stranraer Harbour;

- (e) section 53 of the Act of 1847 shall not be construed as requiring the harbour master to serve upon the master of a vessel a notice in writing of his directions, but such directions may be given orally or otherwise communicated to such master:

Provided that a notice which is not in writing shall not be deemed to be sufficient unless, in the opinion of the court before which any case may be heard, it was not reasonably practicable to serve a written notice on the master of the vessel.

PART I
—cont.

PART II

WORKS

4.—(1) Subject to the provisions of this Order, the Board may, in the lines or situations shown on the deposited plan and according to the levels shown on the deposited sections, make and maintain the works hereinafter described, with all necessary works and conveniences connected therewith, in the parishes of Inch and Stranraer, in the district of Wigtown, in the Dumfries and Galloway region:—

Work No. 1 An embankment or quay wall commencing at a point on the existing seawall (National Grid reference point NX 06346104) 127 metres north-west of the south-western corner of the ferry terminal building at Port Rodie, extending in a north-westerly direction for a distance of 242 metres, then turning to, and proceeding in, a north-easterly direction for a distance of 84 metres and terminating at a point on the south-western side of the embankment of the East Pier, (National Grid reference point NX 06246127) 54 metres south of the western corner of the signal box at Stranraer Harbour Station;

Work No. 2 A fixed ramp and link span commencing at a point (National Grid reference point NX 06236117) 293 metres north-west of the south-western corner of the said ferry terminal building at Port Rodie and terminating at a point 66 metres north-west of the said point of commencement;

Power to
make works.

2001
2007

2001
2007

PART II
—cont.

Work No. 3 A hinged double-deck ramp and operating structure, the said ramp commencing at the termination of Work No. 2 and terminating at a point 40 metres north-west of the said point of commencement, and the centre point of the said operating structure being at a point 30 metres north-west of the said point of commencement, together with an enlargement of the existing dolphin situated 45 metres south-west of the existing hinged ramp on the south-western side of the East Pier, and a catwalk between the said operating structure and the said dolphin as so enlarged;

Work No. 4 A jetty of open construction commencing at a point 29 metres north-west of the point at which the embankment or quay wall (Work No. 1) turns to a north-easterly direction and terminating at a point 165 metres north-west of the said point of commencement, together with a service pipe bridge between the jetty and the said embankment or quay wall, and a catwalk between the jetty and the operating structure forming part of Work No. 3.

(2) (a) The Board may enclose by means of the embankment or quay wall (Work No. 1), and may fill in and reclaim from the foreshore and bed of Loch Ryan and hold and use as part of their undertaking, so much of the said foreshore and bed landward of that work as is within the limits of deviation.

(b) For the purpose of the reclamation of land under this subsection the Board may carry out works within the limits of deviation for the levelling of the land, including the alteration of existing sea walls or embankments.

(3) The Board may, within the limits of deviation, renew, replace, extend, enlarge or alter temporarily or permanently the works authorised by this section.

Power to deviate.

5. Subject to the provisions of this Order, in the execution of the works authorised by section 4 (Power to make works) of this Order, or any part of those works, the Board may deviate from the lines or situations thereof shown on the deposited plan to the extent of the limits of deviation and may deviate vertically from the levels shown on the deposited sections to any extent not exceeding—

(a) in the case of Work No. 1, 0.5 metres upwards; and

(b) in the case of Works Nos. 2 to 4, 3 metres upwards;

but any point on the centre line of the jetty (Work No. 4) shall not be more than 110 metres distant from the nearest point on the south-western face of the East Pier.

Continuation of works.

6. Subject to the provisions of this Order, the Board may continue and maintain the enlargement of the embankment of the East Pier on its south-western side as now existing, together with the existing hinged ramp forming part thereof, and the existing dolphins and catwalks, within the limits of deviation.

PART II
—cont.

Subsidiary
works.

7. Subject to the provisions of this Order, the Board may, in connection with the East Pier and the works authorised by section 4 (Power to make works) of this Order, construct or place and maintain, or alter, remove or replace, on, under or over any lands within the limits of deviation, all such works and conveniences subsidiary or ancillary to the East Pier or those works, and all such appliances, machinery and apparatus, as they may from time to time deem necessary or convenient for any purpose of, or in connection with, the East Pier or the said works or the accommodation of vessels and traffic.

Works to form
part of East
Pier, Stranraer.

8. The authorised works shall be deemed to form part of the East Pier and the provisions of the Stranraer Railway Acts and all other enactments relating to the East Pier shall (so far as the same are applicable and are not inconsistent with, or varied by, the provisions of this Order) apply to the authorised works.

Harbour
jurisdiction.

9. The powers and jurisdiction of the Board, and of the harbour master appointed by the Board, under the Act of 1847 as incorporated with this Order shall be exercisable in relation to the East Pier and the authorised works in accordance with the Stranraer Railway Acts and this Order.

Power to
dredge.

10.—(1) The Board may, for the purpose of affording uninterrupted means of access for vessels going to and from the East Pier and the authorised works, deepen, dredge, scour, cleanse, alter and improve the foreshore and bed of Loch Ryan and blast any rock—

(a) within the limits of deviation;

(b) in the channel and approaches to the East Pier and the authorised works, including in particular and without prejudice to that generality—

(i) an approach channel with a maximum base width of 300 metres, the centre line of which bears 011 degrees true from Sheuchan Church Tower (National Grid reference point NX 05576088) from a point 1,400 metres from the said church tower to a point 4,400 metres from the said church tower, then bears 356 degrees true and continues on that bearing to the point (near the existing Scar Spit buoy) at which the level of the bed of the sea in the channel without dredging is not less than 5 metres below the level of mean low-water springs; and

(ii) a swinging area formed within a circle having a maximum base radius of 500 metres, the centre point of which circle is at a point 995 metres on a bearing of 016.5 degrees true from Sheuchan Church Tower.

(2) Any sand, gravel, rock or other materials taken up or collected by means of such deepening, dredging, scouring or blasting shall be the property of the Board and, subject to the provisions of this Order, the Board may sell or otherwise dispose of, or remove or deposit, the same as they think fit.

PART II
—cont.

(3) No such materials shall be deposited below the level of high water except in accordance with such conditions and restrictions as may be approved or prescribed by the Secretary of State.

Temporary
stoppage of
highways.

11.—(1) During and for the purpose of the execution of the authorised works the Board may temporarily stop up and divert, and interfere with, any road or footpath, and may for any reasonable time divert the traffic therefrom and prevent all persons other than those bona fide going to or from any land, house or building abutting on the road or footpath from passing along and using the same.

(2) The Board shall provide reasonable access for foot passengers bona fide going to or from any such land, house or building.

(3) The Board shall not exercise the powers of this section in relation to any road or footpath without the consent of the highway authority for that road or footpath, but such consent shall not be unreasonably withheld and any question whether such consent has been unreasonably withheld shall be determined by the Secretary of State.

(4) The exercise by the Board of the powers of this section in relation to any road or footpath shall not prejudice or affect the right of any statutory undertakers, or of the Post Office under the Telegraph Acts 1863 to 1916—

(a) to maintain, inspect, repair, renew, or remove any apparatus belonging to, or used by, them which may for the time being be under, in, upon, over, along or across that road or footpath; or

(b) for the purpose of such maintenance, inspection, repair, renewal or removal, to enter upon or break open that road or footpath.

(5) In subsection (4) of this section “apparatus” in relation to the Post Office means a telegraphic line within the meaning of the Telegraph Act 1878.

1878 c. 76.

Tidal works
not to be
executed
without
approval of
Secretary of
State.

12.—(1) A tidal work shall not be constructed, renewed, replaced, extended, enlarged or altered except in accordance with plans and sections approved by the Secretary of State and subject to any conditions and restrictions imposed by the Secretary of State before the work is begun.

(2) If a tidal work is constructed, renewed, replaced, extended, enlarged or altered in contravention of this section, or of any condition or restriction imposed under this section—

(a) the Secretary of State may by notice in writing require the Board at their own expense to remove the tidal work, or any part of it, and restore the site thereof to its former condition; and if, on the expiration of thirty days from the

date when the notice is served upon the Board, they have failed to comply with the requirements of the notice, the Secretary of State may execute the works specified in the notice; or

(b) if it appears to the Secretary of State urgently necessary to do so, he may himself remove the tidal work, or part of it, and restore the site to its former condition;

and any expenditure incurred by the Secretary of State in so doing shall be a debt due from the Board to the Crown and shall be recoverable accordingly.

13.—(1) Where a tidal work is abandoned, or suffered to fall into decay, the Secretary of State may by notice in writing require the Board at their own expense either to repair and restore the work, or any portion thereof, or to remove the work and restore the site thereof to its former condition to such an extent and within such limits as the Secretary of State thinks proper.

Abatement
of works
abandoned
or decayed.

(2) Where an authorised work consisting partly of a tidal work and partly of works on or over land above the level of high water is abandoned or suffered to fall into decay and that part of the work on or over land above the level of high water is in such condition as to interfere or to cause reasonable apprehension that it may interfere with the right of navigation or other public rights over the foreshore, the Secretary of State may include that part of the work, or any portion thereof, in any notice under this section.

(3) If, on the expiration of thirty days from the date when a notice under this section is served upon the Board, they have failed to comply with the requirements of the notice, the Secretary of State may execute the works specified in the notice, and any expenditure incurred by him in so doing shall be a debt due from the Board to the Crown and shall be recoverable accordingly.

14. The Secretary of State may, at any time if he deems it expedient, order a survey and examination of a tidal work or of the site upon which it is proposed to construct the work, and any expenditure incurred by the Secretary of State in any such survey and examination shall be a debt due from the Board to the Crown and shall be recoverable accordingly.

Survey of
tidal works.

15.—(1) The Board shall, at or near a tidal work during the whole time of the construction, renewal, replacement, extension, enlargement or alteration thereof, exhibit every night from sunset to sunrise such lights, if any, and take such other steps for the prevention of danger to navigation, as the Secretary of State shall from time to time direct.

Lights on tidal
works during
construction.

(2) If the Board fail to comply in any respect with a direction given under this section, they shall be guilty of an offence and liable on summary conviction to a fine not exceeding £200 and on conviction on indictment to a fine.

PART II
—cont.Provision
against danger
to navigation.

16.—(1) In case of injury to, or destruction or decay of, a tidal work, or any part thereof, the Board shall forthwith notify the Commissioners of Northern Lighthouses and shall lay down such buoys, exhibit such lights and take such other steps for preventing danger to navigation as the said Commissioners shall from time to time direct.

(2) If the Board fail to comply in any respect with the provisions of this section, they shall be guilty of an offence and liable on summary conviction to a fine not exceeding £200 and on conviction on indictment to a fine.

Permanent
lights on
tidal works.

17.—(1) After the completion of a tidal work the Board shall at the outer extremity thereof exhibit every night from sunset to sunrise such lights, if any, and take such other steps for the prevention of danger to navigation, as the Commissioners of Northern Lighthouses shall from time to time direct.

(2) If the Board fail to comply in any respect with a direction given under this section, they shall be guilty of an offence and liable on summary conviction to a fine not exceeding £200 and on conviction on indictment to a fine.

Marking
approaches.

18.—(1) The Board may, with the consent of the Commissioners of Northern Lighthouses, provide, place and erect in such places as they deem proper lightships, lighthouses, buoys, beacons, guiding posts or signs for the guidance of vessels approaching or leaving the East Pier or the authorised works.

(2) The Board may maintain and repair any lightships, lighthouses, buoys, beacons, guiding posts or signs provided, placed or erected by them under this section.

Fine for
obstructing
works.

19.—(1) Any person who wilfully obstructs any person acting under the authority of the Board in setting out the lines of the authorised works, or who damages, moves or removes any pole, stake, station point or bench mark established for the purpose of such setting out, shall for every such offence be liable to a fine not exceeding £200 and shall in addition be liable to repay to the Board any expenses incurred by them in making good such damage.

(2) Proceedings for any offence under this section, or for the recovery of any expenses thereunder, may be brought in any court of summary criminal jurisdiction.

PART III

LANDS

Power to
acquire lands.

20. Subject to the provisions of this Order, the Board may enter upon, take and use such of the lands delineated on the deposited plan and described in the deposited book of reference as they may require for the purposes of the authorised works or for any purpose connected with, or ancillary to, their undertaking.

21.—(1) Except as may be provided under subsection (3) of this section, the powers of the Board for the compulsory acquisition of the lands which they are authorised by this Order to acquire shall cease on 31st December, 1980.

PART III
—cont.
Period for compulsory acquisition of lands.

(2) The powers of the Board for the compulsory acquisition of such lands shall, for the purposes of this section, be deemed to have been exercised if before 31st December, 1980 notice to treat has been served in respect of those lands.

(3) (a) The Secretary of State may, by order under this subsection, extend the period for the exercise of powers for the compulsory acquisition of lands under this Order.

(b) An order under this subsection shall be subject to special parliamentary procedure.

22.—(1) The following provisions of the British Railways Order 1976 are incorporated with and form part of this Part of this Order:—

- Section 17 (Correction of errors in deposited plans and book of reference);
 Section 20 (Grant of servitudes by persons under disability);
 Section 21 (Acquisition of part only of certain properties);
 Section 22 (Disregard of recent improvements and interests);
 Section 23 (Power to enter, survey, etc., lands);
 Section 24 (Further powers of entry);
 Section 25 (Extinction of private rights of way).

Incorporation of provisions of British Railways Order 1976. 1976 c. i.

(2) In and for the purposes of the provisions of the said Order of 1976 as incorporated with this Part of this Order—

- (a) except where the context otherwise requires, any reference to the said Order of 1976 shall be construed as a reference to this Order; and
 (b) in section 20 of the said Order of 1976 the reference to a servitude, right or privilege of water does not include any rights in, or in relation to, the bed and foreshore of tidal waters.

PART IV

MISCELLANEOUS

23. Section 13 (For protection of J. A. A. Wallace and Lochryan Oyster Fishery Company Limited) of the Portpatrick and Wigtownshire Joint Railway Order 1902 shall extend and apply to this Order as if—

Incorporation of protective provision. 1902 c. cciv.

- (a) the references therein to the owner and lessees of oyster fishery rights in Loch Ryan were references to the persons holding such rights respectively as their successors; and
 (b) the references therein to the Joint Committee were references to the Board.

PART IV
—*cont.*
Crown rights.

24. Nothing in this Order affects prejudicially any estate, right, power, privilege or exemption of the Crown and, without prejudice to the generality of the foregoing, nothing in this Order authorises the Board to take, use, or interfere with, any land or rights—

- (a) belonging to Her Majesty in right of Her Crown and under the management of the Crown Estate Commissioners; or
- (b) belonging to a government department, or held in trust for Her Majesty for the purposes of a government department;

without the consent in writing of those commissioners on behalf of Her Majesty or (as the case may be) that government department.

PART V

GENERAL

Proof of offence
by one witness.
1889 c. 57.

25. In Scotland a person may be convicted of an offence under section 5 of the Regulation of Railways Act 1889 on the evidence of one witness.

Saving for
Town and
Country
Planning
(Scotland)
Act 1972.
1972 c. 52.

26.—(1) Section 274 of the Town and Country Planning (Scotland) Act 1972 (which for the avoidance of doubt declares that the provisions of that Act and any restrictions or powers thereby imposed or conferred in relation to land apply to land notwithstanding that provision is made by any local Act passed before or during the Session of Parliament held during the regnal years 10 & 11 Geo. 6 for authorisation or regulation of development of the land) shall apply to this Order as if it had been passed during that session; and accordingly the said Act of 1972 and orders, regulations, rules, schemes and directions made or given thereunder shall apply to development authorised by this Order.

(2) In their application to development authorised by any provision of this Order, article 3 of, and class X in Schedule 1 to, the Town and Country Planning (General Development) (Scotland) Order 1975 (which permit development authorised by any order approved by both Houses of Parliament, being an order designating specifically both the nature of the development thereby authorised and the land on which it may be carried out) shall have effect as if the authority to develop given by such provision were limited to development begun within ten years after the coming into force of that provision.

(3) In this section the reference to article 3 of, and class X in Schedule 1 to, the Town and Country Planning (General Development) (Scotland) Order 1975 includes a reference to the corresponding provisions in any general order superseding that order made under section 21 of the said Act of 1972 or any corresponding provision of an Act repealing that section.

Saving for
Coast
Protection
Act 1949.
1949 c. 74.

27. Nothing in this Order shall exempt the Board or any other person from the provisions of Part I of the Coast Protection Act 1949.

28. Nothing in this Order shall be taken as exempting the Board from the provisions of sections 9 and 10 of the Harbours Act 1964 in relation to the authorised works.

PART V
—cont.

Saving for
Harbours Act
1964.
1964 c. 40.

29. The enactments specified in Schedule 2 to this Order are hereby repealed to the extent specified in the third column of that Schedule.

Repeal.

30. All costs, charges and expenses of, and incident to, the preparing for, obtaining and confirming of this Order or otherwise in relation thereto shall be paid by the Board, and may in whole or in part be defrayed out of revenue.

Costs of
Order.

SCHEDULES

Section 2.

SCHEDULE 1

STRANRAER RAILWAY ACTS

Chapter	Title
20 & 21 Vict. c. cxlix. 27 & 28 Vict. c. cccxvii. 27 & 28 Vict. c. cccxviii.	The Portpatrick Railway Act 1857. The Portpatrick Railway Act (No. 1) 1864. The Portpatrick Railway (Steamboats) Act 1864.
35 & 36 Vict. c. clxi.	The Girvan and Portpatrick Junction Railway Act 1872.
40 & 41 Vict. c. lx. 48 & 49 Vict. c. clxxxiv.	The Portpatrick Railway Act 1877. The Portpatrick and Wigtownshire Railways (Sale and Transfer) Act 1885.
56 & 57 Vict. c. clxvi.	In the London and North Western Railway Act 1893, Sections 41 to 52, 78, 81 and 83 and Schedule 1.
2 Edw. 7. c. cciv.	The Portpatrick and Wigtownshire Joint Railway Order Confirmation Act 1902.

Section 29.

SCHEDULE 2

ENACTMENTS REPEALED

Chapter	Short title	Extent of repeal
40 & 41 Vict. c. lx.	The Portpatrick Railway Act 1877.	In section 2, from the words "sections 14 and 15" to the words "access to the special Act". In section 3, the words from "and the expression" to the end of the section. Section 18.
2 Edw. 7. c. cciv.	The Portpatrick and Wigtownshire Joint Railway Order Confirmation Act 1902.	In the Scheduled Order— in section 2, from the words "and the Harbours" to the words "and sections 25 and 26"; and in section 3, the words from "and for the purposes of this Order" to the end of the section.

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British Railways Order Confirmation Act 1977

CHAPTER xvi

ARRANGEMENT OF SECTIONS

Section

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2. Short title.

SCHEDULE

BRITISH RAILWAYS

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Schedule 2—Enactments repealed.