



CHAPTER xcv.

An Act to confer further powers on the South Eastern and London Chatham and Dover Railway Companies and the South Eastern and Chatham Railway Companies Managing Committee for the making of new works and the acquisition of additional lands the purchase of the Sheppey Light Railway and for other purposes. A.D. 1905.
[11th July 1905.]

WHEREAS it is expedient that the South Eastern Railway Company should be empowered to make the widening of their railway and works and exercise the other powers by this Act authorised:

And whereas it is expedient that the South Eastern Railway Company and the London Chatham and Dover Railway Company (hereinafter referred to as "the Two Companies") and the South Eastern and Chatham Railway Companies Managing Committee (hereinafter referred to as "the Managing Committee") should be authorised to acquire by compulsion or agreement for the purposes of their undertakings the lands hereinafter described and to stop up the footpaths and execute the other works hereinafter mentioned:

And whereas it is expedient that the periods limited for the compulsory purchase of lands and the construction of works authorised from time to time to be acquired and to be constructed by the Two Companies and the Managing Committee and for the sale of superfluous lands should be extended as hereinafter provided:

And whereas the Sheppey Light Railway Company (hereinafter referred to as "the Sheppey Company") were incorporated



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And whereas it is expedient that the periods limited for the compulsory purchase of lands and the construction of works authorised from time to time to be acquired and to be constructed by the Two Companies and the Managing Committee and for the sale of superfluous lands should be extended as hereinafter provided:

And whereas the Sheppey Light Railway Company (hereinafter referred to as "the Sheppey Company") were incorporated

A.D. 1905. by the Sheppey Light Railway Order 1898 and have in pursuance of the powers conferred upon them by that Order constructed a light railway in the county of Kent commencing by a junction with the London Chatham and Dover Railway near Queenborough Station and terminating in the parish of Leysdown:

And whereas by an agreement made the 28th day of August 1902 between the Sheppey Company of the one part and the Managing Committee of the other part and confirmed by and scheduled to the South Eastern and London Chatham and Dover Railways Act 1903 it was agreed that the Managing Committee should have the full right to use and should maintain the Sheppey Light Railway upon the terms and conditions set forth in the said agreement and it was further provided by Article 8 of the said agreement that the Managing Committee should endeavour to obtain powers for the purchase of the undertaking of the Sheppey Company upon the terms and conditions set forth in the said agreement:

And whereas it is expedient that powers should be conferred on the Sheppey Company to sell and on the Managing Committee to purchase the undertaking and assets of the Sheppey Company and that the Sheppey Company should be dissolved as hereinafter provided:

And whereas it is expedient that the other provisions contained in this Act should be made:

And whereas plans and sections showing the lines and levels of the widening and works authorised by this Act and plans showing the lands by this Act authorised to be acquired compulsorily and also a book 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 under the compulsory powers of this Act were duly deposited with the clerks of the peace for the counties of Kent and Surrey which plans sections and book of reference are in this Act respectively referred to as the deposited plans sections and book 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 King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal

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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 King'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:— A.D. 1905.

1. This Act may be cited as the South Eastern and London Chatham and Dover Railways Act 1905. Short title.

2. The Lands Clauses Acts the Railways Clauses Consolidation Act 1845 and Part I. (relating to the construction of a railway) Part II. (relating to extension of time) and Part V. (relating to amalgamation) of the Railways Clauses Act 1863 are hereby incorporated with and form part of this Act. Incorporation of general Acts.

3. 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 And in this Act— Interpretation.

“The South Eastern Company” means the South Eastern Railway Company;

“The Chatham Company” means the London Chatham and Dover Railway Company;

“The Two Companies” means the South Eastern Company and the Chatham Company;

“The Managing Committee” means the South Eastern and Chatham Railway Companies Managing Committee;

“The Sheppey Company” means the Sheppey Light Railway Company;

“The Act of 1900” means the South Eastern and London Chatham and Dover Railway Companies Act 1900;

“The Act of 1901” means the South Eastern and London Chatham and Dover Railways Act 1901;

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“The Act of 1903” means the South Eastern and London Chatham and Dover Railways Act 1903;

“The Sheppey agreement” means the agreement made between the Sheppey Company and the Managing Committee and scheduled to the Act of 1903.

4. Subject to the provisions of this Act the South Eastern Company may make and the Managing Committee may maintain in the lines and according to the levels shown on the deposited Power to make railway widening.

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4. Subject to the provisions of this Act the South Eastern Company may make and the Managing Committee may maintain in the lines and according to the levels shown on the deposited Power to make railway widening.

A.D. 1905. — plans and sections the widening of the South Eastern Company's main line of railway hereinafter described with all proper stations sidings junctions approaches works and conveniences connected therewith and for those purposes may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited book of reference as may be required for those purposes The widening hereinbefore referred to and authorised by this Act is—

IN THE COUNTY OF KENT.

A widening wholly in the urban district of Ashford on the northern side of the South Eastern Company's main line of railway commencing by a junction with a siding in the goods yard of the South Eastern Company at Ashford Station at a point 11 chains or thereabouts measured along the said main line in an easterly direction from the centre of the public road bridge over the said main line at Ashford Station and terminating by a junction with a siding of the South Eastern Company on the eastern side of the river known as the East Stour at a point 1·75 chains or thereabouts measured in an easterly direction along the said main line from the centre of the bridge carrying that line across the River East Stour.

For protection of commissioners of sewers for several limits in eastern parts of county of Kent.

5. As regards the crossing by the widening by this Act authorised over any lands and the River Stour within the limits of the commission of sewers in the eastern parts of the county of Kent all embankments to be made by which the River Stour or any part thereof or any sewer or part thereof shall be liable to be affected and all arches and bridges to be made over the said River Stour and over such sewer and every sewer to be made to carry the water from the ditches to be formed on the sides of the said widening into the River Stour or any of the sewers leading thereto shall be made and constructed to the reasonable satisfaction of the commissioners of sewers for the several limits in the eastern parts of the county of Kent and under the inspection and to the reasonable satisfaction of the engineer or surveyor of the said commissioners and so as not to injure or obstruct the free passage of the water in the said River Stour and in the said sewers or any of them.

Power to Managing Committee to acquire

6. Subject to the provisions of this Act the Managing Committee may for the general purposes of the joint undertaking of the Two Companies and for the extraordinary purposes mentioned

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Power to Managing Committee to acquire

6. Subject to the provisions of this Act the Managing Committee may for the general purposes of the joint undertaking of the Two Companies and for the extraordinary purposes mentioned

in the Railways Clauses Consolidation Act 1845 enter upon take and use the lands delineated on the deposited plans thereof and described in the deposited book of reference relating thereto and may exercise the powers hereinafter mentioned (that is to say):—

A.D. 1905.
—
additional
lands and
stop up and
divert foot-
paths.

IN THE COUNTY OF SURREY.

Certain lands in the parish of Merstham abutting on the western side of the South Eastern Railway at the northern end of Merstham Station and in connection therewith the stopping up and discontinuance of the public footpath and the private occupation level crossing in the parish of Merstham over the Redhill line of the railway of the South Eastern Company at the northern end of Merstham Station commencing at the point where the said footpath joins the approach road on the western side of Merstham Station and terminating at a point where the said footpath crosses the eastern boundary fence of the said railway and the substitution therefor of a footpath between the said points with a footbridge over the said railway within the limits of deviation shown upon the deposited plans.

IN THE COUNTY OF KENT.

The stopping up and discontinuance of so much of the public footpaths leading from Plaistow to Sherman's Road in the borough of Bromley shown on the deposited plans as lies between the western and eastern boundaries of the railway of the South Eastern Company at Bromley North Station and the substitution therefor of a diverted footpath and footbridge between the said boundaries :

The stopping up and discontinuance of (A) So much of the public footpath in the parish of Allington in the rural district of Malling leading from Buckland Hill towards Aylesford shown on the deposited plans as lies between the northern end of the footbridge over the tramway running to the Iguanodon Quarry at Allington a distance of two chains or thereabouts westwards of the bridge carrying the Maidstone Line of the railway of the Chatham Company over the said footpath and the point where the said footpath crosses the public road connecting Allington with the main road from London to Maidstone and (B) So much of the continuation of the said public footpath together with the occupation road along which the said footpath runs as lies

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A.D. 1905.
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IN THE COUNTY OF KENT.

The stopping up and discontinuance of so much of the public footpaths leading from Plaistow to Sherman's Road in the borough of Bromley shown on the deposited plans as lies between the western and eastern boundaries of the railway of the South Eastern Company at Bromley North Station and the substitution therefor of a diverted footpath and footbridge between the said boundaries :

The stopping up and discontinuance of (A) So much of the public footpath in the parish of Allington in the rural district of Malling leading from Buckland Hill towards Aylesford shown on the deposited plans as lies between the northern end of the footbridge over the tramway running to the Iguanodon Quarry at Allington a distance of two chains or thereabouts westwards of the bridge carrying the Maidstone Line of the railway of the Chatham Company over the said footpath and the point where the said footpath crosses the public road connecting Allington with the main road from London to Maidstone and (B) So much of the continuation of the said public footpath together with the occupation road along which the said footpath runs as lies

A.D. 1905.

between the point aforesaid where the said footpath crosses the said public road and a point fourteen and a quarter chains or thereabouts north-west of the said public road measured along the said footpath and occupation road to be stopped up and the substitution for the said footpath and continuation thereof of a footpath commencing at the aforesaid northern end of the footbridge over the said tramway passing thence along the south-western side of the said Maidstone Line of the Chatham Company to the bridge carrying the said public road connecting Allington with the main road from London to Maidstone over that line and thence from the eastern end of the said bridge along the north-eastern side of that line and terminating by a junction with the said existing footpath at the termination of the portion of the occupation road hereinbefore described intended to be stopped up :

The stopping up and discontinuance of so much of the public footpath in the parish of Boughton-under-Blean leading from Gushmore to South Street shown on the deposited plans as lies between a point 3 chains or thereabouts measured in a south-westerly direction from the bridge carrying the main line of railway of the Chatham Company over the public road running from Danecourt Farm via Kit Hill to Crouch known as Danecourt Bridge and the point where the said footpath crosses the north-eastern boundary fence of the said railway and the stopping up and discontinuance of the footpath leading from the said Danecourt Bridge along and adjoining the south-western side of the said main line of the Chatham Company to its junction with the first-mentioned path to be stopped up and the substitution for these two footpaths of a footpath on the north-eastern side of and adjoining the said railway commencing by a junction with the said public road from Danecourt Farm to Crouch on the eastern side of the said Danecourt Bridge and terminating by a junction with the said existing footpath leading from Gushmore to South Street at the aforesaid point on the north-eastern boundary fence of the said railway :

The stopping up and discontinuance of so much of the public footpath in the parishes of Boughton-under-Blean and Selling leading from South Street and crossing the main line of the railway of the Chatham Company near the

A.D. 1905.

between the point aforesaid where the said footpath crosses the said public road and a point fourteen and a quarter chains or thereabouts north-west of the said public road measured along the said footpath and occupation road to be stopped up and the substitution for the said footpath and continuation thereof of a footpath commencing at the aforesaid northern end of the footbridge over the said tramway passing thence along the south-western side of the said Maidstone Line of the Chatham Company to the bridge carrying the said public road connecting Allington with the main road from London to Maidstone over that line and thence from the eastern end of the said bridge along the north-eastern side of that line and terminating by a junction with the said existing footpath at the termination of the portion of the occupation road hereinbefore described intended to be stopped up :

The stopping up and discontinuance of so much of the public footpath in the parish of Boughton-under-Blean leading from Gushmore to South Street shown on the deposited plans as lies between a point 3 chains or thereabouts measured in a south-westerly direction from the bridge carrying the main line of railway of the Chatham Company over the public road running from Danecourt Farm via Kit Hill to Crouch known as Danecourt Bridge and the point where the said footpath crosses the north-eastern boundary fence of the said railway and the stopping up and discontinuance of the footpath leading from the said Danecourt Bridge along and adjoining the south-western side of the said main line of the Chatham Company to its junction with the first-mentioned path to be stopped up and the substitution for these two footpaths of a footpath on the north-eastern side of and adjoining the said railway commencing by a junction with the said public road from Danecourt Farm to Crouch on the eastern side of the said Danecourt Bridge and terminating by a junction with the said existing footpath leading from Gushmore to South Street at the aforesaid point on the north-eastern boundary fence of the said railway :

The stopping up and discontinuance of so much of the public footpath in the parishes of Boughton-under-Blean and Selling leading from South Street and crossing the main line of the railway of the Chatham Company near the

south-eastern end of Selling Station to the public road running from Crouch to Selling shown on the deposited plans as lies between a point 9 chains or thereabouts measured along the said footpath to be stopped up in a north-easterly direction from the said main line and the point where the said footpath joins the public road from Crouch to Selling and the substitution therefor of a footpath commencing by a junction with the existing path at the aforesaid point 9 chains or thereabouts measured along the said footpath to be stopped up in a north-easterly direction from the said main line and thence crossing the said main line by means of a footbridge adjoining Selling Station and passing along the approach road leading to that station and terminating by a junction with the said public road from Crouch to Selling at the end of the said approach road and near the Sondes Arms Inn:

A.D. 1905.

Certain lands in the parishes of Temple Ewell otherwise Ewell and River lying between the River Dour and Kearsney Station and adjoining the north-eastern side of the railway of the Chatham Company and in connection therewith the stopping up and discontinuance of the public footpath in the parish of Temple Ewell otherwise Ewell leading from Watling Street to Kearsney Station shown on the deposited plans commencing at a point in Watling Street 14 chains or thereabouts measured along Watling Street in a south-easterly direction from the road running to Kearsney Abbey and terminating at or near the north-eastern boundary fence of the railway of the Chatham Company at Kearsney Station and the substitution therefor of the footpaths hereinafter described (that is to say) (1) a footpath commencing in Watling Street at a point 6 chains or thereabouts nearer Dover than the aforesaid point of commencement of the footpath to be stopped up and terminating at the termination of that footpath and (2) a footpath commencing at a point on the eastern side of the public road leading from Temple Ewell to Kearsney Abbey situated two chains or thereabouts from the northern side of the Chatham Company's railway bridge across the said road crossing the River Dour passing along the northern side of the lands acquired by the Managing Committee under this Act and terminating by a junction with the new footpath No. 1 hereinbefore described at the termination thereof:

south-eastern end of Selling Station to the public road running from Crouch to Selling shown on the deposited plans as lies between a point 9 chains or thereabouts measured along the said footpath to be stopped up in a north-easterly direction from the said main line and the point where the said footpath joins the public road from Crouch to Selling and the substitution therefor of a footpath commencing by a junction with the existing path at the aforesaid point 9 chains or thereabouts measured along the said footpath to be stopped up in a north-easterly direction from the said main line and thence crossing the said main line by means of a footbridge adjoining Selling Station and passing along the approach road leading to that station and terminating by a junction with the said public road from Crouch to Selling at the end of the said approach road and near the Sondes Arms Inn:

A.D. 1905.

Certain lands in the parishes of Temple Ewell otherwise Ewell and River lying between the River Dour and Kearsney Station and adjoining the north-eastern side of the railway of the Chatham Company and in connection therewith the stopping up and discontinuance of the public footpath in the parish of Temple Ewell otherwise Ewell leading from Watling Street to Kearsney Station shown on the deposited plans commencing at a point in Watling Street 14 chains or thereabouts measured along Watling Street in a south-easterly direction from the road running to Kearsney Abbey and terminating at or near the north-eastern boundary fence of the railway of the Chatham Company at Kearsney Station and the substitution therefor of the footpaths hereinafter described (that is to say) (1) a footpath commencing in Watling Street at a point 6 chains or thereabouts nearer Dover than the aforesaid point of commencement of the footpath to be stopped up and terminating at the termination of that footpath and (2) a footpath commencing at a point on the eastern side of the public road leading from Temple Ewell to Kearsney Abbey situated two chains or thereabouts from the northern side of the Chatham Company's railway bridge across the said road crossing the River Dour passing along the northern side of the lands acquired by the Managing Committee under this Act and terminating by a junction with the new footpath No. 1 hereinbefore described at the termination thereof:

A.D. 1905.

Certain lands in the borough of Gillingham adjoining and situate on the southern side of the main line of railway of the Chatham Company and lying between the eastern end of the Gillingham tunnel on that line and the public road bridge near the western end of New Brompton Station.

For protection of corporation of Bromley.

7. For the protection of the mayor aldermen and burgesses of the borough of Bromley (hereinafter in this section called "the corporation") the following provisions shall have effect unless otherwise agreed in writing between the corporation and the Managing Committee (that is to say):—

- (1) Notwithstanding anything contained in this Act or shown on the deposited plans no part of the public footpaths leading from Plaistow to Sherman's Road in the borough of Bromley shall be stopped up or discontinued until the Managing Committee have constructed to the reasonable satisfaction of the corporation a diverted footpath and footbridge in the position shown on the plan signed in duplicate by the Right Honourable William Hillier Earl of Onslow the Chairman of the Committee of the House of Lords to whom the Bill for this Act was referred and thereon coloured pink one copy of which plan has been deposited with the Clerk of the Parliaments and the other in the Private Bill Office of the House of Commons:
- (2) The said diverted footpath shall open into Hawes Road and there shall be a public right of way from Hawes Road as well as from Sherman's Road over the said diverted footpath and footbridge:
- (3) The Managing Committee shall keep open the existing footpath from the Station Yard into Sherman's Road coloured green on the said signed plan until it shall become necessary to close the same owing to any rebuilding or extension of Bromley North Station:
- (4) If any difference shall arise between the corporation and the Managing Committee under or in relation to the provisions of this section it shall be referred failing agreement to an arbitrator appointed by the President of the Institution of Civil Engineers and the Arbitration Act 1889 shall apply to such arbitration.

A.D. 1905.

Certain lands in the borough of Gillingham adjoining and situate on the southern side of the main line of railway of the Chatham Company and lying between the eastern end of the Gillingham tunnel on that line and the public road bridge near the western end of New Brompton Station.

For protection of corporation of Bromley.

7. For the protection of the mayor aldermen and burgesses of the borough of Bromley (hereinafter in this section called "the corporation") the following provisions shall have effect unless otherwise agreed in writing between the corporation and the Managing Committee (that is to say):—

- (1) Notwithstanding anything contained in this Act or shown on the deposited plans no part of the public footpaths leading from Plaistow to Sherman's Road in the borough of Bromley shall be stopped up or discontinued until the Managing Committee have constructed to the reasonable satisfaction of the corporation a diverted footpath and footbridge in the position shown on the plan signed in duplicate by the Right Honourable William Hillier Earl of Onslow the Chairman of the Committee of the House of Lords to whom the Bill for this Act was referred and thereon coloured pink one copy of which plan has been deposited with the Clerk of the Parliaments and the other in the Private Bill Office of the House of Commons:
- (2) The said diverted footpath shall open into Hawes Road and there shall be a public right of way from Hawes Road as well as from Sherman's Road over the said diverted footpath and footbridge:
- (3) The Managing Committee shall keep open the existing footpath from the Station Yard into Sherman's Road coloured green on the said signed plan until it shall become necessary to close the same owing to any rebuilding or extension of Bromley North Station:
- (4) If any difference shall arise between the corporation and the Managing Committee under or in relation to the provisions of this section it shall be referred failing agreement to an arbitrator appointed by the President of the Institution of Civil Engineers and the Arbitration Act 1889 shall apply to such arbitration.

8. In addition to any other lands which the Managing Committee are authorised to acquire by this Act they may acquire by agreement and may retain and hold for the general purposes of the joint undertaking of the Two Companies or for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 the lands hereinafter referred to delineated on plans signed in duplicate by the Right Honourable William Hillier Earl of Onslow the Chairman of the Committee of the House of Lords to whom the Bill for this Act was referred one copy whereof has been deposited in the Office of the Clerk of the Parliaments and the other copy in the Private Bill Office of the House of Commons:—

A.D. 1905.

Power to
Managing
Committee
to retain and
hold lands.

IN THE COUNTY OF LONDON.

Certain lands and premises known as Nos. 48 50 and 52 Hugh Street and No. 14 Cambridge Street Pimlico:

Certain lands and premises known as Vaughan's Almshouses Gravel Lane Southwark:

Certain lands in the parish of Eltham on the southern side of Blanmerle Road adjoining the New Eltham Station of the South Eastern Railway containing $18\frac{1}{4}$ perches or thereabouts.

IN THE COUNTY OF SURREY.

Certain lands and premises in the parish of Warlingham known as No. 2 Parkholme Villas School Road Whyteleaf:

Certain lands in the parish of Merstham situate between Merstham tunnel on the South Eastern Railway and the main road from Croydon to Redhill and in the rear of the property known as Tunnel Cottages and containing 1 rood 38 perches or thereabouts.

IN THE COUNTY OF KENT.

Certain lands in the parish of Bexley adjoining the southern side of the Bexley Heath Goods Yard of the South Eastern Railway containing 2 acres and 3 roods or thereabouts:

A strip of land in the parish of Shorne adjoining the southern side of the old Ballast Pit at Higham on the North Kent Branch of the South Eastern Railway containing 2 roods and 24 perches or thereabouts:

8. In addition to any other lands which the Managing Committee are authorised to acquire by this Act they may acquire by agreement and may retain and hold for the general purposes of the joint undertaking of the Two Companies or for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 the lands hereinafter referred to delineated on plans signed in duplicate by the Right Honourable William Hillier Earl of Onslow the Chairman of the Committee of the House of Lords to whom the Bill for this Act was referred one copy whereof has been deposited in the Office of the Clerk of the Parliaments and the other copy in the Private Bill Office of the House of Commons:—

A.D. 1905.

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Certain lands and premises known as Nos. 48 50 and 52 Hugh Street and No. 14 Cambridge Street Pimlico:

Certain lands and premises known as Vaughan's Almshouses Gravel Lane Southwark:

Certain lands in the parish of Eltham on the southern side of Blanmerle Road adjoining the New Eltham Station of the South Eastern Railway containing $18\frac{1}{4}$ perches or thereabouts.

IN THE COUNTY OF SURREY.

Certain lands and premises in the parish of Warlingham known as No. 2 Parkholme Villas School Road Whyteleaf:

Certain lands in the parish of Merstham situate between Merstham tunnel on the South Eastern Railway and the main road from Croydon to Redhill and in the rear of the property known as Tunnel Cottages and containing 1 rood 38 perches or thereabouts.

IN THE COUNTY OF KENT.

Certain lands in the parish of Bexley adjoining the southern side of the Bexley Heath Goods Yard of the South Eastern Railway containing 2 acres and 3 roods or thereabouts:

A strip of land in the parish of Shorne adjoining the southern side of the old Ballast Pit at Higham on the North Kent Branch of the South Eastern Railway containing 2 roods and 24 perches or thereabouts:

A.D. 1905.

Certain lands and premises in the parish of Westerham known as Nos. 1 and 2 Oak Villas Madan Road Westerham :

Certain lands and premises in the parish of Westgate Without in the borough of Canterbury adjoining the eastern side of the goods yard of the South Eastern Railway at Canterbury Station West and containing $18\frac{3}{4}$ perches or thereabouts :

Certain lands and premises in the parish of Westgate Without in the borough of Canterbury adjoining the lands and premises lastly described on the southern side thereof and containing 25 perches or thereabouts :

Certain lands in the parish of Herne on the eastern side of Canterbury Road between Mayfield Road and Thundersland Road Herne Bay containing 1 rood and $17\frac{1}{4}$ perches or thereabouts :

Certain lands and premises known as No. 11 Brockman Road Folkestone :

Certain lands and premises in the parish of Barham known as Ivy Cottage Barham adjoining the eastern side of the South Eastern Railway near Barham Station :

Certain lands in the parish of Saint Lawrence Intra in the borough of Ramsgate adjoining the southern side of the South Eastern Railway near Ramsgate Station and containing 1 acre 3 roods and 12 perches or thereabouts.

Power to
Chatham
Company to
retain and
hold lands.

9. The Chatham Company may acquire by agreement and may retain and hold for the general purposes of their undertaking or for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 the lands hereinafter referred to and delineated on the plans referred to in the section of this Act whereof the marginal note is "Power to Managing Committee to retain and hold lands" (that is to say) :—

IN THE COUNTY OF LONDON.

Certain lands and hereditaments adjoining the eastern side of Borough Road Station of the London Chatham and Dover Railway at the corner of Belvedere Buildings and King James Street.

IN THE COUNTY OF KENT.

A strip of land in the parish of Herne Bay adjoining the northern side of Station Road Herne Bay containing 1 rood and 30 perches or thereabouts.

A.D. 1905.

Certain lands and premises in the parish of Westerham known as Nos. 1 and 2 Oak Villas Madan Road Westerham :

Certain lands and premises in the parish of Westgate Without in the borough of Canterbury adjoining the eastern side of the goods yard of the South Eastern Railway at Canterbury Station West and containing $18\frac{3}{4}$ perches or thereabouts :

Certain lands and premises in the parish of Westgate Without in the borough of Canterbury adjoining the lands and premises lastly described on the southern side thereof and containing 25 perches or thereabouts :

Certain lands in the parish of Herne on the eastern side of Canterbury Road between Mayfield Road and Thundersland Road Herne Bay containing 1 rood and $17\frac{1}{4}$ perches or thereabouts :

Certain lands and premises known as No. 11 Brockman Road Folkestone :

Certain lands and premises in the parish of Barham known as Ivy Cottage Barham adjoining the eastern side of the South Eastern Railway near Barham Station :

Certain lands in the parish of Saint Lawrence Intra in the borough of Ramsgate adjoining the southern side of the South Eastern Railway near Ramsgate Station and containing 1 acre 3 roods and 12 perches or thereabouts.

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IN THE COUNTY OF LONDON.

Certain lands and hereditaments adjoining the eastern side of Borough Road Station of the London Chatham and Dover Railway at the corner of Belvedere Buildings and King James Street.

IN THE COUNTY OF KENT.

A strip of land in the parish of Herne Bay adjoining the northern side of Station Road Herne Bay containing 1 rood and 30 perches or thereabouts.

10. The South Eastern Company may acquire by agreement and may retain and hold for the general purposes of their undertaking or for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 the lands hereinafter referred to and delineated on the plans referred to in the section of this Act whereof the marginal note is "Power to Managing Committee to retain and hold lands" (that is to say):—

A.D. 1905.
Power to South-Eastern Company to retain and hold lands.

IN THE COUNTY OF SUSSEX.

Certain lands and premises known as No. 68 Braybrooke Road Hastings.

11. For the protection of the London County Council the following provisions shall apply and have effect:—

For protection of London County Council.

(1) Notwithstanding anything contained in this Act it shall not be lawful for the Managing Committee or the Chatham Company to encroach upon any part of the surface of any street or footway in the administrative county of London or without the consent of the London County Council to erect or maintain any building or structure beyond the general line of buildings in any street part of a street place or row of houses in the said county:

(2) The provisions of the London Building Act 1894 the London Building Act 1894 (Amendment) Act 1898 and any Act amending the same and any byelaws in force thereunder shall except so far as the same may be expressly varied by this Act apply to any lands acquired under this Act by the Managing Committee and the Chatham Company or either of them in the administrative county of London and the Managing Committee and the Chatham Company or either of them shall save as aforesaid be entitled to the benefit of any special exemptions in favour of railway companies in the said London Building Acts contained but no such exemptions shall be deemed to apply to such part of any building as shall be used or intended to be used for other than railway purposes.

12. All rights of way if any over the private occupation level crossing in the enclosure formerly known as Town Court Wood over the main line of the railway of the South Eastern Company in the urban district of Chislehurst in the county of Kent situate

Closing private level crossing at Chislehurst.

10. The South Eastern Company may acquire by agreement and may retain and hold for the general purposes of their undertaking or for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 the lands hereinafter referred to and delineated on the plans referred to in the section of this Act whereof the marginal note is "Power to Managing Committee to retain and hold lands" (that is to say):—

A.D. 1905.
Power to South-Eastern Company to retain and hold lands.

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Certain lands and premises known as No. 68 Braybrooke Road Hastings.

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(1) Notwithstanding anything contained in this Act it shall not be lawful for the Managing Committee or the Chatham Company to encroach upon any part of the surface of any street or footway in the administrative county of London or without the consent of the London County Council to erect or maintain any building or structure beyond the general line of buildings in any street part of a street place or row of houses in the said county:

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12. All rights of way if any over the private occupation level crossing in the enclosure formerly known as Town Court Wood over the main line of the railway of the South Eastern Company in the urban district of Chislehurst in the county of Kent situate

Closing private level crossing at Chislehurst.

A.D. 1905. eight chains or thereabouts measured in a south-easterly direction along the said main line from the 10½ mile-post on that line are by virtue of this Act extinguished and the South Eastern Company or the Managing Committee may stop up the said level crossing:

Provided that the South Eastern Company or the Managing Committee as the case may be shall make full compensation to all parties interested in respect of any such rights and such compensation shall in default of agreement be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

Stopping up footpaths in case of diversion.

13.—(1) Where this Act authorises the diversion of a footpath and the stopping up of an existing footpath or portion thereof such stopping up shall not take place until two justices shall have certified that the new footpath has been completed to their satisfaction and is open for public use.

(2) Before applying to the justices for their certificate the Managing Committee shall give to the road authority of the district in which the existing footpath is situate seven days' notice in writing of their intention to apply for the same.

(3) As from the date of the said certificate all rights of way over or along the existing footpath or portion thereof shall be extinguished and the Managing Committee may subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway appropriate and use for the purposes of the joint undertaking of the Two Companies the site of the portion of footpath stopped up as far as the same is bounded on both sides by lands of the Two Companies and the Managing Committee or any one or more of them.

(4) Provided that the Two Companies or the Managing Committee as the case may be shall make full compensation to all parties interested in respect of any private rights of way extinguished by virtue of this section and such compensation shall be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

Power to deviate in construction of footpaths.

14. The Managing Committee may in constructing the diversions of the footpaths by this Act authorised to be diverted deviate from the lines thereof to the extent of the limits of deviation marked on the deposited plans.

A.D. 1905. eight chains or thereabouts measured in a south-easterly direction along the said main line from the 10½ mile-post on that line are by virtue of this Act extinguished and the South Eastern Company or the Managing Committee may stop up the said level crossing:

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Power to deviate in construction of footpaths.

14. The Managing Committee may in constructing the diversions of the footpaths by this Act authorised to be diverted deviate from the lines thereof to the extent of the limits of deviation marked on the deposited plans.

15. The footpaths to be made under the authority of this Act shall unless otherwise agreed when made and completed respectively be repaired and maintained by and at the expense of the parties on whom the expense of maintaining the footpaths for which the new footpaths are substituted now devolves.

A.D. 1905.
Provision as to repair of new footpaths.

16. The Managing Committee may enter into and carry into effect agreements with the parties having the charge management or control of the footpaths or any of them portions whereof shall under the provisions of this Act be stopped up with reference to the construction or contribution towards the cost of any new footpath or other work to be substituted therefor and with reference to any other matters relating thereto and if so agreed the Managing Committee may delegate to such parties as aforesaid the power of constructing all or any of such new footpaths.

Power to make agreements as to construction or contribution towards cost of new footpaths.

17. The powers 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.

18. 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 South Eastern Company or the Managing Committee any easement right or privilege (not being an easement right or privilege of water in which persons other than the grantors have an interest) 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 behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Persons under disability may grant easements &c.

19. Whereas in the exercise by the Managing Committee of the powers of this Act it may happen that portions only of certain lands buildings and property shown on the deposited plans will 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 92 of the Lands Clauses Consolidation Act 1845 the owner of and other persons interested in the properties numbered 2 3 and 4 in the parish and borough of Gillingham and whereof parts only are required for the purposes of this Act may if such portions can in the opinion of the jury arbitrator or other authority to whom the question of disputed compensation shall be submitted be

Owner may be required to sell parts only of certain lands and buildings.

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Owner may be required to sell parts only of certain lands and buildings.

[Ch. xcv.] *South Eastern and London Chatham and Dover Railways Act, 1905.* [5 EDW. 7.]

A.D. 1905. severed from the remainder of the said properties without material detriment thereto be required to sell and convey to the Managing Committee the portions only of the properties so required without the Managing Committee being obliged or compellable to purchase the whole or any greater portion thereof the Managing Committee paying for the portions required by them and making compensation for any damage sustained by the owner thereof and other persons interested therein by severance or otherwise.

Amendment of section 85 of London Chatham and Dover Railway Act 1863.

20. From and after the passing of this Act the provisions of subsection 6 of section 85 of the London Chatham and Dover Railway Act 1863 so far as they relate to the roofing of the railway authorised by that Act shall be and the same are hereby repealed :

Provided that for the protection of Hugh Richard Arthur Duke of Westminster Roger Cyril Hans Sloane Stanley the Right Honourable George Baron Ashcombe and the Honourable Henry Cubitt the following provisions shall apply and have effect (that is to say) The Managing Committee shall erect parapet or screen walls along both sides of Eccleston Bridge and Elizabeth Bridge where they pass over their lines of railway and to the full width thereof in continuation of and of the same elevation height and appearance and built of similar materials in all respects as the walls now being erected or already erected by the London Brighton and South Coast Railway Company on the north-western portions of such bridges and shall finish the ends of the walls at the southern end of such bridges within the boundaries of the property of the Managing Committee according to designs to be approved of by the Duke of Westminster for the time being and the Managing Committee shall be bound at all times to keep the before-mentioned walls over their lines of railway in proper and ornamental repair and condition and shall not allow any placards or advertisements to be affixed to the said walls.

Extension of time for completion of railway widenings authorised by London Chatham and Dover Railway Act 1879.

21. The time limited by section 20 of the Act of 1903 for the completion of the widenings and works described in and authorised by section 4 of the London Chatham and Dover Railway Act 1879 is hereby extended for a period of two years from the twenty-seventh day of May nineteen hundred and five.

Extension of time for bridge widening authorised by London

22. The time limited by section 21 of the Act of 1903 for the completion of the bridge widening described in and authorised by section 12 of the London Chatham and Dover Railway Act

[Ch. xcv.] *South Eastern and London Chatham and Dover Railways Act, 1905.* [5 EDW. 7.]

A.D. 1905. severed from the remainder of the said properties without material detriment thereto be required to sell and convey to the Managing Committee the portions only of the properties so required without the Managing Committee being obliged or compellable to purchase the whole or any greater portion thereof the Managing Committee paying for the portions required by them and making compensation for any damage sustained by the owner thereof and other persons interested therein by severance or otherwise.

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Extension of time for bridge widening authorised by London

22. The time limited by section 21 of the Act of 1903 for the completion of the bridge widening described in and authorised by section 12 of the London Chatham and Dover Railway Act

A.D. 1905.

1892 is hereby extended for a period of two years from the twentieth day of June nineteen hundred and five.

Chatham and Dover Railway Act 1892.

23. The time limited by section 25 of the Act of 1903 for the compulsory purchase of the lands required for and for the completion of Railway No. 5 described in and authorised by section 4 of the South Eastern Railway Act 1898 is hereby extended for a period of two years from the first day of July nineteen hundred and five.

Extending time for compulsory purchase of lands and completion of works under South Eastern Railway Act 1898.

24. The time limited by section 26 of the Act of 1903 for the compulsory purchase of the lands required for and for the completion of the works described in and authorised by section 4 of the London Chatham and Dover Railway Act 1898 is hereby extended for a period of two years from the twenty-fifth day of July nineteen hundred and five.

Extending time for compulsory purchase of lands and completion of works under London Chatham and Dover Railway Act 1898.

25. The time limited by section 22 of the Act of 1903 for the compulsory purchase of lands required for the Widenings Nos. 1 to 9 inclusive described in and authorised by section 4 of the Act of 1900 and for the compulsory purchase of the additional lands described in and authorised by section 34 of the Act of 1900 excepting the lands in the parish of St. John the Baptist Margate and borough of Margate and the time limited by section 51 of the Act of 1900 for the completion of Railway No. 4 described in and authorised by section 4 of the Act of 1900 and the said widenings are hereby extended for a period of two years from the sixth day of August nineteen hundred and five.

Extension of time for compulsory purchase of lands and completion of works authorised by South Eastern and London Chatham and Dover Railway Companies Act 1900.

26. The time limited by section 22 of the Act of 1902 for the compulsory purchase of the additional lands described in and authorised by section 15 of the Act of 1902 excepting the lands in the parish of St. Helens and borough of Hastings is hereby extended for a period of two years from the eighteenth day of November nineteen hundred and five.

Extending time for compulsory purchase of lands under South Eastern and London Chatham and Dover Railways Act 1902.

27. Notwithstanding anything in the Lands Clauses Consolidation Act 1845 or in any Act relating to the South Eastern Company with which that Act is incorporated the periods for and within which the South Eastern Company may hold sell and dispose of any superfluous lands connected with their railway which have not yet been applied to the purposes for which they were acquired are hereby extended for the periods following (that

Extending time for sale of superfluous lands of South Eastern Company.

A.D. 1905.

1892 is hereby extended for a period of two years from the twentieth day of June nineteen hundred and five.

Chatham and Dover Railway Act 1892.

23. The time limited by section 25 of the Act of 1903 for the compulsory purchase of the lands required for and for the completion of Railway No. 5 described in and authorised by section 4 of the South Eastern Railway Act 1898 is hereby extended for a period of two years from the first day of July nineteen hundred and five.

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Extending time for compulsory purchase of lands under South Eastern and London Chatham and Dover Railways Act 1902.

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Extending time for sale of superfluous lands of South Eastern Company.

A.D. 1905. — is to say) As regards such of the said lands as are situate near to or adjoining any railway or station of the South Eastern Company for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of three years from the passing of this Act but the South Eastern Company shall at the expiration of those respective periods sell and absolutely dispose of as superfluous lands all such parts of those lands as shall not then have been applied to or are not then required for the purposes of their undertaking.

Consideration for transfer of Sheppey Light Railway and date of transfer.

28. The Managing Committee shall pay to the Sheppey Company or the liquidator thereof in consideration for the transfer by this Act authorised of the Sheppey Light Railway the sum of sixty-five thousand pounds and the day on which such payment shall be made shall be deemed to be and is hereinafter referred to as "the date of transfer."

Transfer of Sheppey Light Railway.

29. From and after the date of transfer the railway of the Sheppey Company and all the lands acquired or contracted for by the Sheppey Company and all real and personal property belonging to that company and all the powers rights privileges and authorities granted to that company by the Sheppey Light Railway Order 1898 shall be and the same are hereby transferred to and vested in the Managing Committee and shall be deemed to be part of their undertaking and subject to the provisions of the South Eastern and London Chatham and Dover Railway Companies Act 1899 and of section 32 of the Act of 1903 the Managing Committee may exercise all the powers and shall be subject to the duties and liabilities conferred or imposed upon or incurred by the Sheppey Company with respect to the undertaking of the Sheppey Company.

Purchase money to be paid by Two Companies proportionately.

30. The said sum of sixty-five thousand pounds by this Act directed to be paid to the Sheppey Company by the Managing Committee shall be deemed to be capital expenditure made by the Managing Committee upon the undertaking of the Two Companies and shall be contributed by the Two Companies in accordance with the provisions of sections 22 and 23 of the South Eastern and London Chatham and Dover Railway Companies Act 1899 as amended by subsequent Acts.

Receipt for purchase money.

31. A receipt in writing under the hands of any two directors for the time being of the Sheppey Company for the purchase money or consideration or any other sum of money to

A.D. 1905. — is to say) As regards such of the said lands as are situate near to or adjoining any railway or station of the South Eastern Company for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of three years from the passing of this Act but the South Eastern Company shall at the expiration of those respective periods sell and absolutely dispose of as superfluous lands all such parts of those lands as shall not then have been applied to or are not then required for the purposes of their undertaking.

Consideration for transfer of Sheppey Light Railway and date of transfer.

28. The Managing Committee shall pay to the Sheppey Company or the liquidator thereof in consideration for the transfer by this Act authorised of the Sheppey Light Railway the sum of sixty-five thousand pounds and the day on which such payment shall be made shall be deemed to be and is hereinafter referred to as "the date of transfer."

Transfer of Sheppey Light Railway.

29. From and after the date of transfer the railway of the Sheppey Company and all the lands acquired or contracted for by the Sheppey Company and all real and personal property belonging to that company and all the powers rights privileges and authorities granted to that company by the Sheppey Light Railway Order 1898 shall be and the same are hereby transferred to and vested in the Managing Committee and shall be deemed to be part of their undertaking and subject to the provisions of the South Eastern and London Chatham and Dover Railway Companies Act 1899 and of section 32 of the Act of 1903 the Managing Committee may exercise all the powers and shall be subject to the duties and liabilities conferred or imposed upon or incurred by the Sheppey Company with respect to the undertaking of the Sheppey Company.

Purchase money to be paid by Two Companies proportionately.

30. The said sum of sixty-five thousand pounds by this Act directed to be paid to the Sheppey Company by the Managing Committee shall be deemed to be capital expenditure made by the Managing Committee upon the undertaking of the Two Companies and shall be contributed by the Two Companies in accordance with the provisions of sections 22 and 23 of the South Eastern and London Chatham and Dover Railway Companies Act 1899 as amended by subsequent Acts.

Receipt for purchase money.

31. A receipt in writing under the hands of any two directors for the time being of the Sheppey Company for the purchase money or consideration or any other sum of money to

be paid to them by the Managing Committee shall effectually discharge the Managing Committee from liability for the sum so paid and from being concerned to see to the application thereof and from being answerable or accountable for the loss misapplication or non-application thereof. A.D. 1905.

32. The Sheppey Company shall indemnify and save harmless the Managing Committee against all actions suits claims or demands against the Managing Committee in respect of debts of the Sheppey Company or any liabilities incurred by the Sheppey Company in respect of causes of action existing at the date of transfer. Sheppey Company to indemnify Two Companies and Managing Committee.

33. Notwithstanding anything contained in Part V. (relating to amalgamation) of the Railways Clauses Act 1863 the clerks officers and servants in the employment of the Sheppey Company shall not be or become clerks officers and servants of the Managing Committee but the Sheppey Company shall discharge all obligations which may be due to such clerks officers and servants respectively or any of them. As to clerks officers and servants of Sheppey Company.

34. From and after the date of transfer the Sheppey Company shall be and are hereby dissolved except for the purpose of winding up their affairs and all unexercised powers of the Sheppey Company of creating and issuing capital and of raising money by borrowing are hereby cancelled. Dissolution of Sheppey Company.

35. The dissolution of the Sheppey Company and the transfer and vesting of their undertaking authorised by this Act shall be deemed an amalgamation within the meaning of Part V. (relating to amalgamation) of the Railways Clauses Act 1863 and the provisions of the said Part V. shall extend and apply thereto accordingly so far as the same are not inconsistent with or varied by the provisions of this Act and the date of transfer shall be deemed to be the time of amalgamation referred to in such Act. Transfer of Sheppey Light Railway to be deemed amalgamation.

36. Subject to the conditions hereinafter set forth any two justices having jurisdiction in any one of the counties cities or boroughs in which the constables hereinafter mentioned are to act may on the application of the Two Companies or either of them or the Managing Committee appoint all or so many as they think fit of the persons recommended to them for that purpose by the Two Companies or either of them or the Managing Committee as the case may be to act as special constables upon and within the Railway constables.

be paid to them by the Managing Committee shall effectually discharge the Managing Committee from liability for the sum so paid and from being concerned to see to the application thereof and from being answerable or accountable for the loss misapplication or non-application thereof. A.D. 1905.

32. The Sheppey Company shall indemnify and save harmless the Managing Committee against all actions suits claims or demands against the Managing Committee in respect of debts of the Sheppey Company or any liabilities incurred by the Sheppey Company in respect of causes of action existing at the date of transfer. Sheppey Company to indemnify Two Companies and Managing Committee.

33. Notwithstanding anything contained in Part V. (relating to amalgamation) of the Railways Clauses Act 1863 the clerks officers and servants in the employment of the Sheppey Company shall not be or become clerks officers and servants of the Managing Committee but the Sheppey Company shall discharge all obligations which may be due to such clerks officers and servants respectively or any of them. As to clerks officers and servants of Sheppey Company.

34. From and after the date of transfer the Sheppey Company shall be and are hereby dissolved except for the purpose of winding up their affairs and all unexercised powers of the Sheppey Company of creating and issuing capital and of raising money by borrowing are hereby cancelled. Dissolution of Sheppey Company.

35. The dissolution of the Sheppey Company and the transfer and vesting of their undertaking authorised by this Act shall be deemed an amalgamation within the meaning of Part V. (relating to amalgamation) of the Railways Clauses Act 1863 and the provisions of the said Part V. shall extend and apply thereto accordingly so far as the same are not inconsistent with or varied by the provisions of this Act and the date of transfer shall be deemed to be the time of amalgamation referred to in such Act. Transfer of Sheppey Light Railway to be deemed amalgamation.

36. Subject to the conditions hereinafter set forth any two justices having jurisdiction in any one of the counties cities or boroughs in which the constables hereinafter mentioned are to act may on the application of the Two Companies or either of them or the Managing Committee appoint all or so many as they think fit of the persons recommended to them for that purpose by the Two Companies or either of them or the Managing Committee as the case may be to act as special constables upon and within the Railway constables.

A.D. 1905. — whole of the railways stations and works belonging to or worked by the Two Companies or either of them or the Managing Committee as the case may be either solely or jointly with any other company companies or committee and the following provisions shall apply to every appointment so made:—

- (1) Every person so appointed shall make oath or declaration in due form of law before any justice having jurisdiction in any one of the counties cities or boroughs in which such person is to act duly to execute the office of a constable:
- (2) Every person so appointed and having been sworn or having made declaration aforesaid shall during the continuance of his appointment have all the powers protection and privileges of a constable in respect of the exercise of his duties and may follow and arrest any person who has departed from any of the said railways stations or works after committing therein or thereon any offence for which he might have been arrested while within or upon the said railways stations or works:
- (3) Any two justices assembled and acting together or the Two Companies or either of them and the Managing Committee as the case may be may dismiss from his office or accept the resignation of any constable so appointed and thereupon all powers protection and privileges belonging to such person by virtue of such appointment shall wholly cease. No person so dismissed or resigning shall be capable of being re-appointed except with the consent of the authority by whom he was dismissed:
- (4) The local authorities of any county city or borough shall not be liable for any expense of or be responsible for any acts or defaults of such constables or for anything connected with or consequent upon their appointment and nothing in this Act contained shall restrict or affect the jurisdiction or powers of the respective local authorities of the county city or borough as the case may be or of the police force under their control:
- (5) A constable appointed as aforesaid shall not act as such under the authority of this Act unless he be in uniform or provided with an authority to act as a constable

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which authority the justice before whom such constable makes oath or declaration as aforesaid is hereby empowered to grant and if the constable be not in uniform he shall show such authority whenever called upon to do so. A.D. 1905. —

37. The Two Companies or either of them may apply for all or any of 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. Application of capital.

38. Nothing in this Act contained shall exempt the Two Companies the Managing Committee or their railways from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies passed before or after the commencement of this Act 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. Provision as to general Railway Acts.

39. 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 Two Companies or the Managing Committee. Costs of Act.

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