



ANNO DECIMO SEXTO & DECIMO SEPTIMO

# VICTORIÆ REGINÆ.

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## *Cap. ccxxiii.*

An Act for making a Railway from the *Great Northern Railway* at *Boston* in the County of *Lincoln* to the *Great Northern Railway* at *Barkstone* in the same County, and for other Purposes.

[20th August 1853.]

**W**HEREAS the Construction of a Railway to commence at and by a Junction with the Loop Line of the *Great Northern Railway* in the Parish of *Boston* in the County of *Lincoln*, and to terminate by a Junction with the Main Line of the *Great Northern Railway* in the Parish of *Barkstone* in the same County, would be of great public Benefit, and the Persons hereinafter named are willing at their own Expense to make and maintain such Railway: And whereas it is intended that the Railway to be made under the Authority of this Act, shall at one End thereof join and communicate with that Portion of the Loop Line of the *Great Northern Railway* which lies between the Passenger Station of the said *Great Northern Railway Company* at *Boston* aforesaid and the Goods Station of the said Company at *Skirbeck Quarter* in the said County of *Lincoln*, and at the other End thereof shall join and communicate with the Main Line of Railway of the *Great Northern Railway* in the Parish of *Barkstone* as herein-after mentioned; but the

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several

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several Purposes aforesaid cannot be effected without the Aid and Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

8 & 9 Vict.  
cc. 16. 18. and  
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rated with  
this Act.

I. The Provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act.

Short Title.

II. In citing this Act in other Acts of Parliament and in legal Instruments and Pleadings, it shall be sufficient to use the Expression "*The Boston, Sleaford, and Midland Counties Railway Act, 1853.*"

Subscribers  
incorporated.

III. The Honourable *Francis Henry Fitzhardinge Berkeley, Henry Tootal, Herbert Ingram, John Sadleir, William Gordon Thomson, Cusack Patrick Roney, Alexander Brogden, Edward Munk, John Rawson, Thomas Wise, Thomas Smalley Cooke, Anthony Wilson, Richard Godson* the younger, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway herein-after authorized, with proper Works and Conveniences belonging thereto and connected therewith, according to the Provisions of this Act and of the Acts incorporated herewith, and for other the Purposes herein and in the said Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "*The Boston, Sleaford, and Midland Counties Railway Company,*" and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained.

Capital.

IV. The Capital of the Company shall be Two hundred thousand Pounds, and shall be applied solely to the Purposes of this Act.

Number and  
Amount of  
Shares.

V. The said Capital shall be divided into Twenty thousand Shares, and the Amount of each Share shall be Ten Pounds.

Calls.

VI. Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between successive Calls, and not more than Three Fourths of the Amount of each Share shall be called for in any One Year.

VII. It



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VII. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividends to any Shareholder on the Amount of Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Interest or Dividend not to be paid on Calls.

VIII. It shall be lawful for the Company to borrow on Mortgage or Bond any Sum not exceeding Sixty-six thousand six hundred Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital of Two hundred thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up, and the whole of the Money so borrowed shall be applied to the Purposes of this Act.

Power to borrow Money on Mortgage

IX. It shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of Principal and Interest due on any Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of such Receiver, in the event of the Money due not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Five thousand Pounds.

Mortgagees may enforce Payment by Receiver.

X. The Number of Directors shall be Nine, and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Undertaking.

Number and Qualification of Directors.

XI. It shall be lawful for the Company to reduce the Number of Directors, provided that the reduced Number be not less than Six.

Power to reduce Number of Directors.

XII. The Honourable *Francis Henry Fitzhardinge Berkeley, Henry Tootal, Herbert Ingram, John Sadleir, William Gordon Thomson, Thomas Parry, Alexander Brogden, Edward Munk, and John Rawson*, shall be the First Directors of the Company.

First Directors.

XIII. The First Ordinary Meeting of the Company shall be held within Six Months after the passing of this Act.

First Ordinary Meeting.

XIV. The Directors appointed by this Act shall continue until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act,

Election of Directors at First Ordinary Meeting.

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Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body.

Subsequent  
Election of  
Directors.

XV. At the First Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected, the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting being neither removed nor disqualified, nor having resigned, shall continue to be Directors until others are elected in their Stead, in manner provided by "The Companies Clauses Consolidation Act, 1845."

Quorum.

XVI. The Quorum of a Meeting of Directors shall be Three.

Committees  
of Directors.

XVII. The Number of Directors of which Committees appointed by the Directors shall consist shall not be less than Three nor more than Five, and the Quorum of such Committees shall be Two.

As to Money  
payable to  
Persons  
under Dis-  
ability.

XVIII. If any Money be payable to any Shareholder, being a Minor, Idiot, Lunatic, or non compos mentis, the Receipt of the Guardian of such Minor, or of the Committee of such Idiot, Lunatic, or Person non compos mentis, shall be a sufficient Discharge to the Company for the same.

Power to  
make Rail-  
way accord-  
ing to depo-  
sited Plans.

XIX. And whereas a Plan and Section of the said Railway showing the Line and Level thereof, and a Book of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass, have been deposited with the Clerk of the Peace for the Parts of *Holland* in the said County of *Lincoln*, with the Clerk of the Peace for the Parts of *Kesteven* in the said County, and with the Clerk of the Peace for the Parts of *Lindsey* in the said County: Be it enacted, That, subject to the Provisions in this and the Acts incorporated herewith contained, it shall be lawful for the Company to make and maintain the said Railway and Works, in the Line and Level, and upon the Lands delineated on the said Plan and Section, and described in the said Book of Reference, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Empowering  
the Black  
Sluice Drain-

XX.° And whereas the Railway hereby authorized may pass for some Distance over Lands adjoining to and on the North Side of the *South Forty*



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*Forty Foot Drain* and the *Twenty Foot Drain* respectively, and for a considerable Part thereof on or along the Banks on the North Side of the same Drains, as shown on the said Plan, and such Banks and Lands respectively belong to or are under the Control of the *Black Sluice Commissioners* acting under the Acts next herein-after mentioned; (that is to say,) Fifth *George* the Third, Chapter Eighty six, the Tenth of *George* the Third, Chapter Forty-one, the Ninth and Tenth of *Victoria*, Chapter Two hundred and ninety-seven, and the Twelfth and Thirteenth of *Victoria*, Chapter Fifty-nine: And whereas it hath been agreed between the said Commissioners and the Company that a perpetual annual Rentcharge of Fifty Pounds for every Mile in Length, and so in proportion for a less Quantity than a Mile, of so much and such Parts of the North Bank of the said *South Forty Foot Drain* and *Twenty Foot Drain* respectively, and the Lands thereto adjoining, as belong to the said Commissioners, and as may be used for the Purposes of the Railway hereby authorized, or of the Company, shall be paid by the Company to the Commissioners, for the Bank and Lands so used, and also for the Relinquishment by the Commissioners of all their Powers, Rights, and Easements over and in respect of such Bank and Lands as last aforesaid, and that such Rentcharge shall commence from the Time of taking possession of such Bank and Lands, and shall be a First Charge on the Tolls, Rates, and Revenue of the Company payable under this Act, and shall be recoverable, when in arrear, either by the Appointment by the Commissioners of a Receiver of such Tolls, Rates, and Revenue on their Behalf, according to the Power given by the Companies Clauses Consolidation Act, 1845, for Recovery of Arrears of Interest due on Mortgages, or by Distress and Sale of the Goods and Chattels of the Company, where-soever such Goods and Chattels may be found, or by Action at Law in any Court of competent Jurisdiction: Be it therefore enacted, That it shall be lawful for the said Commissioners and they are hereby fully authorized and required to sell and convey to the Company such Parts of the said Banks and Lands, and, subject to the Provisions of this Act, to release to the Company all such Powers, Rights, and Easements as are vested in or belong to the said Commissioners in respect of the same Parts of such Banks and Lands, and in respect of any other Lands which may be required by the Company for the Purposes of the Railway; and for the Purposes of this Act, and of such Sale and Release as aforesaid, the said Banks, and such Powers, Rights, and Easements, shall be deemed to be within the Intent and Meaning of the Word "Land" in the said "Lands Clauses Consolidation Act, 1845," contained, and the said Commissioners shall be deemed to be Owners within the Intent and Meaning of the Word "Owners" in the same Act contained.

age Commis-  
sioners to sell  
Lands and re-  
lease Rights.

XXI. That any Deed under the Hands and Seals of any Seven or more of the said Commissioners, duly stamped, shall be valid and binding, As to Con-  
veyance from  
such Com-  
missioners.

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binding,



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binding, and shall be sufficient for vesting in the Company the said Parts of the said Banks and Lands so belonging to the said Commissioners as aforesaid, and for releasing the said Powers, Rights, and Easements in respect of such Banks and Lands as aforesaid, or any other Lands which may be sold by the Commissioners to the Company.

Such Rent to be charged on the Tolls or Rates payable under the Act.

XXII. That the annual Rentcharge reserved by the Conveyance from the said Commissioners to the Company shall be charged on the Tolls or Rates payable under this Act, and shall be secured by Deed of Covenant under the Common Seal of the Company, according to the Terms of the said Agreement between the Commissioners and the Company, and shall be payable by the Company at such Times and such Manner as by such Deed shall be agreed upon; and if at any Time such Rent be not paid within Thirty Days after it shall so become payable, and after Demand thereof in Writing, the said Commissioners may either recover the same from the Company, with Costs of Suit, by Action of Debt in any Court of competent Jurisdiction, or it shall be lawful for them to levy the same by Distress of the Goods and Chattels of the Company, or to enforce the same by Appointment of a Receiver under the Powers of the 53rd and 54th Sections of "The Companies Clauses Consolidation Act, 1845," incorporated with this Act, and in order to authorize the Appointment of such Receiver the Amount owing to the Commissioners shall not be less than Three half-yearly Payments of such Rentcharge.

Application of Monies paid to such Commissioners.

XXIII. That all the Monies which shall become payable by the Company to the said Commissioners shall be applied by the said Commissioners in or towards the Purposes of the said Acts relating to the said Commissioners, subject to the Rights of Mortgagees therein, and for no other Purposes whatsoever, and the Receipt in Writing of the said Commissioners, or any Two of them, or of their Treasurer, for any such Monies, shall effectually discharge the Company for the Monies in such Receipts acknowledged to be paid, and shall exonerate the Company from the Necessity of seeing to the Application thereof.

As to Construction of Railway on the North Bank of the South Forty Foot Drain.

XXIV. That so much of the Railway hereby authorized as may be constructed on the said North Bank of the *South Forty Foot Drain* shall be so constructed as to leave a clear Space of Twenty-five Feet at the least on the South Side thereof between the Centre Line of such Part of the said Railway as laid down on the said Plan and the Top of the Slope of the said Bank (next the said Drain), as the said Bank was originally formed; and the said Commissioners, their Officers, Servants, and Workmen, and all Persons heretofore of Right using such Bank, shall have uninterrupted Liberty to go upon and use such Part of the said Bank so to be left clear of the said Railway, for all Purposes necessarily connected with the said Drainage and Navigation



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Navigation (except for the Deposit thereon of Soil on deepening and cleansing the said Drain), so that such Use and Purposes shall not prejudicially affect the said Bank or the Railway hereby authorized.

XXV. That if the said Commissioners shall at any Time hereafter appoint Landing Places in connexion with their Navigation near *Hubberts Bridge* and *Wyberton Bridge*, on the North Bank of the said *South Forty Foot Drain*, the Company shall provide proper Crossings over the Railway hereby authorized from the public Road on the North thereof to the Navigation on the South thereof, at each of such Landing Places.

Company to provide Crossings at certain Landing Places.

XXVI. That in case Slips into the said *South Forty Foot* or *Twenty Foot* Drains shall from any Cause occur in any Part of the said North Banks thereof after the same shall have been conveyed to the Company, it shall be lawful for the said Commissioners to cause the same to be restored forthwith, and charge the Expense thereof to the Company; but if any such Injury shall have been occasioned through the Acts or Neglect of the said Commissioners, the Costs of restoring the same shall be defrayed by the said Commissioners; and in case any Dispute shall arise between the Company and the said Commissioners as to the Amount of Charges to be paid by the Company, then the same shall be settled by Arbitration in the Manner provided by the Railways Clauses Consolidation Act, 1845, with respect to the Settlement of Disputes by Arbitration.

In case of Slips into South Forty Foot or Twenty Foot Drain, Company to cause same to be restored.

XXVII. That all Drains, Cuts, and Watercourses within the *Black Sluice Level* to be crossed by the Railway shall be crossed by Bridges of a Single Span, each of full and ample Dimensions, so as not to contract the Waterway.

Drains, &c. within Black Sluice Level, to be crossed by Bridges of a Single Span.

XXVIII. That the Details and Mode of constructing all Tunnels, Culverts, Bridges, and other such Works of the Company immediately affecting the Drainage and Navigation of the said *Black Sluice Level*, together with all necessary and contingent Works, whether temporary or permanent, in connexion therewith, and as well those which are as those which are not specifically mentioned in this Act, but which are necessarily consequent upon or fairly implied by the several Stipulations and Conditions herein provided for, shall be executed in a proper and efficient Manner to the reasonable Satisfaction of an Engineer to be appointed by the Commissioners having Jurisdiction over such Drainage and Navigation, if they think fit to appoint an Engineer for such Purpose; and in case of Difference between the Company and any such Commissioners as to the Works so to be executed to the Satisfaction of such Engineer, every such Difference shall be settled by Arbitration in the Manner provided by the Railways

Tunnels, &c. affecting the Black Sluice Level to be made to the Satisfaction of the Commissioners.



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Railways Clauses Consolidation Act, 1845, with respect to the Settlement of Disputes by Arbitration.

Providing  
for Injury  
to Drains  
within Black  
Sluice Level.

XXIX. That if at any Time during the Construction of the Railway hereby authorized, or after the same shall have been completed, any Injury or Damage shall be occasioned or arise to the several Drains within the said *Black Sluice Level*, through and along which the Waters thereof pass to the Sea, or to the Navigation of the said Drains, from or in consequence of the Formation of any Bridges, Embankments, Ditches, Culverts, or other Works of the said Railway which may not have been foreseen or otherwise provided for by this Act, the Company shall make good and repair such Injury or Damage immediately after the Discovery thereof, and also make full Compensation to any Person or public Body aggrieved, for such Injury or Damage, and shall also execute such Works for the Prevention of any future Injury as shall be deemed necessary; and in case of Difference as to the Compensation to be made, or the Works to be executed, or the Period or Manner in which the same shall be executed, such Difference shall be settled by Arbitration in the Manner provided by the Railways Clauses Consolidation Act, 1845, with respect to the Settlement of Disputes by Arbitration.

Company to  
maintain the  
Embank-  
ment of the  
South Forty  
Foot and  
Twenty Foot  
Drain.

XXX. That when the said Parts of the said Banks and Lands belonging to the said Commissioners on which the said Railway hereby authorized may pass shall have been conveyed to or become vested in, and the said Powers, Rights, and Easements shall have been released to the Company, the Company shall for ever thereafter, at their own Costs and Expense, maintain the said Parts of the said Banks the entire Width thereof in the like Manner and as fully and effectually as the Commissioners were previously authorized and required to maintain the same, and all the said Powers, Rights, and Easements of the said Commissioners so released shall thenceforth absolutely cease and be extinguished, nor shall the Company be in anywise called upon, required, or bound to exercise any such Powers, Rights, and Easements, except as respects the Maintenance of the said Parts of the said Banks on which the said Railway hereby authorized may pass: Provided always, that nothing herein contained shall prevent the said Commissioners from doing such Acts as may be necessary for keeping up the said Drainage and Navigation, so that the doing of such Acts shall not unnecessarily interfere with the Railway and Works hereby authorized, or weaken or otherwise prejudicially affect the Banks on the North Side of the *South Forty Foot Drain* or the *Twenty Foot Drain* respectively, for the whole or any Part of the Distance thereof respectively on or along or at the Side of which Banks respectively the said Railway hereby authorized shall be constructed, and so that such Acts, not weakening or otherwise prejudicially affecting the said  
Portions



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Portions of the said Banks last named, but temporarily interfering with the said Railway and Works hereby authorized, shall be done under the joint Direction of the respective Engineers of the Company and the said Commissioners, but all additional or extra Expenses in doing such Acts, other than in varying, altering, enlarging, or diverting the said *South Forty Foot Drain* or *Twenty Foot Drain* respectively, arising from or occasioned by the Railway or any Works connected therewith, shall be borne and defrayed by the Company ; and in case any Dispute shall arise between the said Commissioners and the Company touching the Mode of doing such Acts, or the Costs thereof, the Matter so in dispute shall be referred to Two Persons, one to be appointed by the said Commissioners and the other by the Company, and to an Umpire to be chosen by the said Referees ; and the Decision of the said Referees or their Umpire shall be final, and the Costs attending the said Reference shall be at the Discretion of the said Referees or Umpire ; provided that nothing herein contained shall prevent the said Commissioners from cleansing and roading the said Drain so that the Sediment to be taken out by reason of such cleansing shall not be placed on the Parts of the North Banks of the said Drains so taken by the Company.

XXXI. That the Passage or Way or Right of Way of the said Commissioners, their Agents, Servants, and Workmen, and Boatmen and Horses, along the Hauling Paths of or belonging to the said *Forty Foot Drain* and *Twenty Foot Drain*, shall not be obstructed. Company not to obstruct Hauling Paths.

XXXII. That the Company shall, between *Wyberton Bridge* and *Swineshead Bridge*, make and maintain Crossings over the said intended Railway, with the necessary Gates, and shall so arrange the said Crossings and the Intervals between the same as that One of such Crossings shall be within Two hundred Yards of each and every of the Gateways directly communicating with the present Farm Buildings (on and along the said Bank of the *South Forty Foot Drain*), and lying between the said Bridges last aforesaid and such Bank, and such Crossings shall be for the Use of the Owners and Occupiers of the Lands situate in *Holland Fen*. Company to make Crossings.

XXXIII. That the Company shall at all Times be responsible to any Owners or Occupiers of Lands interested in or connected with the Drainage affected by the said Drains respectively for any Damage or Injury that may be done to any of the Lands within the Jurisdiction and Control of the said Commissioners, in case of any Breach of Bank or overflowing of the Waters of the said Drains respectively, or any of the Drains, Skirths, and Watercourses connected therewith, or through the Tunnels, Gates, or Stopdoors connected therewith, arising from or caused by the Works of the Company, or by any Neglect of the Company Company responsible for Damage occasioned by Railway.



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pany of necessary Repairs, and shall make full Compensation to such Owners or Occupiers for such Damage or Injury, such Damage and Compensation to be recovered by all or any of the Ways or Means by which any Damage or Compensation is made recoverable by this Act or by the Acts incorporated therewith.

Differences between Company and Black Sluice Commissioners to be settled by Arbitration.

XXXIV. That in case of Differences between the Company and the *Black Sluice* Commissioners or any other Body of Commissioners having Jurisdiction over the Drainage of Lands in the *Black Sluice* Level, on any Matters not herein otherwise provided for, arising out of the Exercise of the Powers by this Act vested in the Company, such Difference shall be settled by Arbitration in the Manner provided by the Railways Clauses Consolidation Act, 1845, with respect to the Settlement of Disputes by Arbitration.

Saving of Rights in respect of Drainage of Land within the Black Sluice Level.

XXXV. That except as herein expressly provided for, nothing in this Act contained shall take away, lessen, or control any Rights, Powers, or Authorities now vested in or enjoyed by any Bodies or Persons for varying, altering, or diverting any existing Bridges, Tunnels, Cuts, Drains, or Watercourses used for the Drainage of any Land within the *Black Sluice* Level, or any of them, or to prevent or restrain the making of any new Bridges, Tunnels, Cuts, Drains, or Watercourses, for improving the Drainage thereof, or of altering or enlarging any existing Bridges, Tunnels, Cuts, Drains, or Watercourses, but that all such Rights, Powers, and Authorities shall, except as aforesaid, remain in as full Force as if this Act had not been passed; and if the said Bodies or Persons shall be liable to make any Compensation to any Person for any necessary Damage or Injury occasioned by varying, enlarging, or diverting any existing Bridges, Tunnels, Cuts, Drains, or Watercourses, or making any new Bridges, Cuts, Drains, or Watercourses to any greater Extent or Amount than they would have been liable to if the said Railway had not been made, all such extra Compensation (other than in reference to the varying, enlarging, or diverting the said *South Forty Foot Drain* or *Twenty Foot Drain* respectively,) rendered necessary by reason of such Railway shall be borne by the Company, and shall be paid by them to the Bodies or Persons who shall have paid or be liable to pay same: Provided always, that in so varying, altering, enlarging, or diverting the existing Bridges, Tunnels, Cuts, Drains, or Watercourses, or making any such new Bridges, Tunnels, Cuts, Drains, or Watercourses as aforesaid, nothing shall be done to impede or interfere with the Use of the Railway hereby authorized, or the Traffic thereupon, for any greater Length of Time or in any other Manner than shall be necessary for the Execution of the said Works, and any extra Cost of such Works (other than the varying, altering, enlarging, or diverting of the said *South Forty Foot Drain* or *Twenty Foot Drain* respectively,) occasioned by reason of the Railway hereby authorized shall also be borne by the



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the Company and be paid by them to the Bodies or Persons who shall have incurred the same.

XXXVI. That, for the Purpose of preventing Danger to the Passengers on the public Highway adjoining the North Bank of the *South Forty Foot Drain* between *Wyberton Bridge* and *Sutterton Drove*, the Company shall, before opening the Railway for public Traffic, make and construct and for ever maintain, at their own Expense, on and along so much and such Parts of the said Bank adjoining the said Road as the Railway hereby authorized shall occupy, and between such Railway and the Road, a good and sufficient close Screen or Fence of the Height of Eight Feet from the Surface of the Railway, such Screen or Fence to be partly of Earth and partly of Wood, or altogether of Earth or Wood, as the Company may think fit.

Company to erect a Screen between Wyberton Bridge and Sutterton Drove.

XXXVII. The said intended Railway shall commence by a Junction with the Loop Line of the *Great Northern* Railway in the Parish of *Boston* in the County of *Lincoln* at a Point marked B on the said Plan, and shall terminate by a Junction with the Main Line of the said *Great Northern* Railway in the Parish of *Barkstone* otherwise *Barkstone-in-the-Willows* in the said County of *Lincoln* on Land numbered 43 on the said Plan.

Line of Railway.

XXXVIII. All Communications between the Railway hereby authorized and the Portions of the *Great Northern* Railway with which the same is proposed to form a Junction shall be effected in a substantial Manner by means of Connexion Rails and Points of the Construction and laid in the Manner most approved from Time to Time, and to the Satisfaction of the Engineer for the Time being of the *Great Northern* Railway Company.

Mode of effecting Communications with other Railways.

XXXIX. It shall be lawful for the Company and they are hereby authorized to purchase by Agreement and hold any Quantity of Lands for extraordinary Purposes, not exceeding Twenty Acres.

Lands for extraordinary Purposes.

XL. And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Eighteen thousand seven hundred and fifty Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway for which Application was made to Parliament by the Promoters of this Act, has been invested in the Purchase of Eighteen thousand seven hundred and three Pounds Four Shillings and Tenpence Bank Three Pounds *per Centum* Annuities, and which said Sum of Eighteen thousand seven hundred and three Pounds Four Shillings

As to the Investment of the Sum of 18,703*l.* 4*s.* 10*d.*



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Shillings and Tenpence Bank Three Pounds *per Centum* Annuities has been transferred into the Name of the Accountant General of the Court of Chancery, pursuant to the said Act, in respect of the Application to Parliament for this Act: And whereas the whole of the said Railway was not authorized by Parliament, and the Estimate of the Expense of the Railway authorized by this Act is Two hundred thousand Pounds: Be it enacted, That, notwithstanding anything contained in the said recited Act, the Sum of Fourteen thousand nine hundred and sixty-two Pounds Eleven Shillings and Elevenpence Bank Three Pounds *per Centum* Annuities, being the Proportion of the said Sum of Eighteen thousand seven hundred and three Pounds Four Shillings and Tenpence Bank Three Pounds *per Centum* Annuities transferred as aforesaid in respect of the Application for this Act, which represents Fifteen thousand Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act, or the Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as hereinafter mentioned, be transferred to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Fourteen thousand nine hundred and sixty-two Pounds Eleven Shillings and Elevenpence Bank Three Pounds *per Centum* Annuities, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*; provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Fifteen thousand Pounds shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,)



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Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Fifteen thousand Pounds, if the Company shall not, within the Time limited for the Completion of the said Railway, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Fourteen thousand nine hundred and sixty-two Pounds Eleven Shillings and Elevenpence Bank Three Pounds *per Centum* Annuities, and the Interest or Dividends thereof, shall be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and for such Purpose it shall not be necessary to produce a Certificate of this Act having passed; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Fourteen thousand nine hundred and sixty-two Pounds Eleven Shillings and Elevenpence Bank Three Pounds *per Centum* Annuities, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified, and the Court of Chancery may immediately after the passing of this Act make an Order for the Return of the Residue of the said Sum of Eighteen thousand seven hundred and three Pounds Four Shillings and Tenpence Bank Three *per Cent.* Annuities to the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them.

XLI. The Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Powers for compulsory Purchase of Lands limited.

XLII. That nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company to take or enter upon any of the Lands belonging to the *Great Northern* Railway Company, or to alter, vary, or interfere with the said *Great Northern* Railway or any of the Works thereof further or otherwise than is necessary for the Construction of their Line hereby authorized, and the convenient Junction and Intercommunication

Not to take Lands or interfere with the Works of the *Great Northern* Railway Company without Consent.

[Local.]

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between

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between the *Great Northern Railway* and the Railway hereby authorized, without the Consent in Writing of the *Great Northern Railway Company* in every Instance for that Purpose first had and obtained.

Period for  
Completion  
of Works.

XLIII The said Railway hereby authorized shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the Acts incorporated herewith granted to the Company for executing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the said Railway as shall then be completed.

Certain  
Roads to be  
crossed on  
the Level.

XLIV. Subject to the Provisions of "The Railways Clauses Consolidation Act, 1845," it shall be lawful for the Company, in the Construction of the Railway by this Act authorized, to carry the same respectively across and on the Level of the Roads following; (that is to say,)

Parish or Extra-parochial Place.	No. on Plan.
Boston	9
Skirbeck Quarter (Hamlet)	35
Wyberton	5—31a
Frampton	17
Kirton	1
Sutterton	9
Algarkirke	2
Swineshead	2—39—28
Great Hale	49—61
Heckington	10—60
Kirkby Laythorpe	3—27
Township of Old Sleaford, Quarrington	10—4—59—65
New Sleaford	5
Extra-parochial Place of Hanbeck	4
Township of Sudbrooke, Parish of Ancaster	18
Honington	11—15
Barkstone	6

Company to  
erect Station  
or Lodge at  
Point of  
Crossing,  
and abide by  
Rules, &c. of  
Board of  
Trade.

XLV. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Point where the said Railway shall cross the before-mentioned Roads respectively on the Level; and the Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Board of Trade; and if the Company shall fail to erect and at all Times to maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend the Crossing at such Point or Station, or to observe or abide by any such Rule or Regulation



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Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall be continued after such Penalty of Twenty Pounds shall have been incurred.

XLVI. It shall be lawful for the Board of Trade, if it shall appear to them necessary for the Public Safety, at any Time either before or after the Railway hereby authorized to be made shall have been completed and open for public Traffic, to require the Company within such Time as the said Board of Trade shall direct, and at the Expense of the Company, to carry the herein-before mentioned Roads or any or either of them, either under or over the Part of the Line of the Railway which shall be crossed thereby respectively by means of a Bridge or Arch in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade the best adapted for removing or diminishing the Danger arising from such level Crossings, or any or either of them.

Board of Trade may require Bridges in lieu of level Crossings.

XLVII. The Company may lawfully demand and receive in respect of the Use of the said Railway any Rates, Tolls, and Charges not exceeding the Rates, Tolls, and Charges following; (that is to say,)

Tolls to be taken.

For every Passenger conveyed in a First-class Carriage, the Sum of Twopence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile :

For Passengers.

For every Passenger conveyed in a Second-class Carriage by any such other Train, the Sum of One Penny Halfpenny *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile :

For every Passenger conveyed in a Third-class Carriage by any such other Train, the Sum of One Penny *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile :

And with respect to Horses, Cattle, Carriages, and Goods, as follows :

For Cattle, Goods, &c.

For every Horse, Mule, and other Beast of Draught or Burden, Threepence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Penny *per* Mile :

For Cattle, the Sum of One Penny Halfpenny *per* Head *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile :

For Calves, Pigs, Sheep, and small Animals, One Penny each *per* Mile; and if conveyed in or upon any Carriage belonging to the Company,

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Company, an additional Sum not exceeding One Farthing *per* Mile :

For every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per* Mile not exceeding Fourpence ; and the Sum of Twopence *per* Mile for every additional Quarter of a Ton, or fractional Part of a Quarter of a Ton which any such Carriage may weigh ; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding One Penny :

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Pig Iron, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, and Salt, and for all Coal, Slack, Cannel, Coke, Culm, and Cinders, the Sum of One Penny Halfpenny *per* Ton *per* Mile ; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Farthing :

For Sheet Iron, Hoop Iron, Bar Iron, and all other similar Descriptions of Wrought Iron, Twopence *per* Ton *per* Mile ; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny :

For Sugar, Corn and other Grain, Malt, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, Nails, Anvils, Vices, and Chains, the Sum of Twopence Halfpenny *per* Ton *per* Mile ; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny :

For Cotton and other Wools, Drugs, manufactured Goods, Manchester Packs, and Metals (except Iron), the Sum of Threepence *per* Ton *per* Mile ; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny :

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, the Sum of Fourpence *per* Ton *per* Mile ; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny :

Provided always, that with respect to all the Matters aforesaid passed over the Railway for a less Distance than Six Miles, the Company may demand Toll as for Six Miles.

Tolls for  
propelling  
Power.

XLVIII. Subject to the other Provisions in this Act contained, the Tolls which the Company may demand for the Use of Engines for propelling Carriages on the said Railway shall not exceed One Halfpenny *per* Mile for each Passenger or Animal, or for each Ton of Goods



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Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

XLIX. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers along the said Railway, including the Tolls for the Use of the said Railway and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance as aforesaid, shall not exceed the following Sums, which the said Company are hereby empowered to demand and receive; (that is to say,) The maximum Rates of Charges for Passengers.

For every Passenger conveyed in a First-class Carriage, the Sum of Threepence *per* Mile :

For every Passenger conveyed in a Second-class Carriage by any such other Train, the Sum of Twopence *per* Mile :

For every Passenger conveyed in a Third-class Carriage by any such other Train, the Sum of One Penny Halfpenny *per* Mile :

And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charge to be made by the Company for the Conveyance thereof along the Railway, including the Tolls for the Use of the Railway, and Waggon or Trucks and locomotive Power, and every Expense incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading of Goods, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, when such Services or any of them are or is performed by the Company, shall not exceed the following Sums, which the said Company are hereby empowered to demand and receive; (that is to say,) For Cattle and Goods.

For every Horse, Mule, and other Beast of Draught or Burden, Fourpence *per* Mile :

For Cattle, the Sum of Twopence Farthing *per* Head *per* Mile :

For Calves, Pigs, Sheep, and small Animals, One Penny Halfpenny each *per* Mile :

For every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, Fivepence *per* Mile; and a like Sum of Twopence Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh :

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Pig Iron, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone, Iron Ore, and Salt, and for all Coal, Slack, Cannel, Coke, Culm, and Cinders, the Sum of Twopence *per* Ton *per* Mile :



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For Sheet Iron, Hoop Iron, Bar Iron, and all other similar Descriptions of Wrought Iron, Twopence Three Farthings *per Ton per Mile*:

For Sugar, Corn and other Grain, Malt, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, Nails, Anvils, Vices, and Chains, the Sum of Threepence *per Ton per Mile*:

For Cotton and other Wools, Drugs, manufactured Goods, Manchester Packs, and Metals (except Iron), the Sum of Threepence Halfpenny *per Ton per Mile*:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, the Sum of Fourpence Halfpenny *per Ton per Mile*:

For all Articles, Matters, and Things not herein-before specified, the Sum of Fourpence Halfpenny *per Ton per Mile*:

Regulations  
as to Tolls.

And the following Regulations shall apply to such maximum Rates and Charges:

The Company shall not be compellable to provide Waggon or Carriages for the Conveyance of Coal, Cannel, Slack, Culm, Coke, or Cinders; but where such Waggon or Carriages are not provided by the Company, a Deduction of One Farthing *per Ton per Mile* shall be made from the above Rates of Carriage for as many Miles as the Company shall charge the said Rates:

For a Fraction of a Mile beyond Six Miles, or beyond any greater Number of Miles, the Company may demand Tolls on Merchandise, Articles, Matters, or Things, for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile, such Fraction shall be deemed a Quarter of a Mile; and in respect to Passengers every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

For a Fraction of a Ton the Company may demand Toll according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton, such Fraction shall be deemed a Quarter of a Ton:

And with respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for  
small Parcels  
and Articles

L. With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls herein prescribed, the Company



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Company may lawfully demand Tolls not exceeding the following ; of great Weight.  
(that is to say,)

For the Carriage of small Parcels on the said Railway or any Part thereof, as follows :

For any Parcel not exceeding Seven Pounds in Weight, Fourpence :

For any Parcel not exceeding Fourteen Pounds in Weight, Eightpence :

For any Parcel not exceeding Twenty-eight Pounds in Weight, One Shilling and Fourpence :

For any Parcel not exceeding Fifty-six Pounds in Weight, Two Shillings :

And for any Parcel exceeding Fifty-six Pounds in Weight and not exceeding Five hundred Pounds, the Company may demand any Sum which they think fit : Provided always, that Articles sent in large aggregate Quantities, although made up as separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages :

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Six Tons, the Company may demand such Sum as they think fit, not exceeding One Shilling *per Ton per Mile* :

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Six Tons, the Company may demand such Sum as they think fit.

LI. Provided always, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special or Extra Trains that may be required to be run upon the said Railway and Branch, but shall apply only to the Ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the said Railway. Restriction as to Charges not to apply to Special Trains.

LII. Nothing herein contained shall be held to prevent the Company from taking an increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, other than small Parcels, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance thereof by Passenger or other Trains, or by reason of any other special Service performed by the Company in relation thereto, or for the Conveyance of such Goods other than small Parcels. Company may take increased Charges by Agreement.

LIII. Every



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Passengers  
Luggage.

LIII. Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twelve Pounds in Weight for First-class Passengers, Sixty Pounds in Weight for Second-class Passengers, and Forty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Disputes  
as to Com-  
munication  
between the  
Companies  
Lines to be  
settled by  
Arbitration.

LIV. And whereas the said intended Railway will, when constructed, be in connexion with the aforesaid Lines of the *Great Northern* Railway, and it is expedient, as well for the Accommodation of the Public as of the said Companies, that when the Railway hereby authorized shall have been completed and be ready to be opened for Traffic, Arrangements should be made between the said Companies for the Use and Passage by the Company of and over the *Great Northern* Railway in *Boston* and *Skirbeck Quarter*, and all Sidings, Engine Sheds, Watering Places, Shipping Quays, Tramways, Conveniences, and Works connected therewith, and also of the Main Line between the Junction therewith in the Parish of *Barkstone* aforesaid and the Station at *Grantham*, and also the Passenger and Goods Stations at *Boston*, *Skirbeck Quarter*, and *Grantham* respectively, and of all the Conveniences and Works connected therewith, and for facilitating the Interchange and Accommodation of the Traffic passing over the Railway hereby authorized, and such Portions of the Lines of the *Great Northern* Railway, and for the Adjustment, Regulation, and Apportionment of the Tolls, Rates, and Charges in respect of such Traffic, and the said Companies are willing that such Arrangements should be made: Be it therefore enacted, That if after the passing of this Act, and before the Time when the Railway hereby authorized shall be ready to be opened for public Use, no Agreement shall have been come to between the said Companies for such Use and Passage and Interchange of Traffic aforesaid, and for the mutual Accommodation of the said Companies as regards such Traffic, and for the Adjustment, Regulation, and Apportionment of the Rates, Tolls, and Charges in respect thereof, it shall be referred to and determined by Arbitration in the Manner provided by the "Railways Clauses Consolidation Act, 1845," for the Settlement of disputed Questions by Arbitration what Arrangements shall be made between the said Companies for such Use and Passage and Interchange of Traffic and mutual Accommodation, and upon what Terms and also how and in what Manner the Rates, Tolls, and Charges in respect thereof shall be adjusted and apportioned between the said Companies; and the Award of the Arbitrators or Umpire, as the Case may be, upon the Matters so referred to them shall be binding on the said Companies: Provided always, that this is not to be construed as giving the Company the Right to run over or use any Part of the Lines of the *Great Northern* Railway, otherwise than as may be agreed on under this Provision,



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Provision ; and it shall at all Times be lawful for the said Companies to alter, vary, or modify by mutual Agreement or Consent the Terms settled by any such Agreement or Award.

LV. It shall be lawful for the Company to contract with the *Midland Railway Company* for the Use of those Portions of the Line of Railway of the *Midland Railway Company* which lie between the Point of Junction of the *Ambergate, Nottingham, and Boston and Eastern Junction Railway* with the said *Midland Railway* and the Town of *Nottingham*, and the Stations, Watering Places, Booking and other Offices, Warehouses, and other Conveniences and Accommodations of the said *Midland Railway* in connexion with the said Portions of Railway and Stations respectively, upon such Terms and Conditions and on Payment of such Tolls, Rates, and Charges in respect thereof as may be agreed upon between the Company hereby incorporated and the said *Midland Railway Company* respectively.

Power to the Company to use Portions of the Lines of the *Midland Railway Company*.

LVI. Provided always, That no such Contract or Agreement as aforesaid which may be entered into by the Company hereby incorporated with the *Great Northern Railway Company* or the *Midland Railway Company*, or either of them, or any Arbitration under the Provisions herein contained, shall in any Manner alter, affect, increase, or diminish any of the Tolls which the respective Companies, Parties to such Contract or Agreement, shall for the Time being be respectively authorized and entitled to demand or receive from any Person or any other Company, but that all other Persons and Companies shall, notwithstanding any such Contract or Agreement, be entitled to the Use and Benefit of the before-mentioned Portions of Railway, Stations, and Works respectively, upon the same Terms and Conditions, and on Payment of the same Tolls, as they would have been in case no such Contract had been entered into.

Contracts, &c. as to Use of Portions of other Railways not to affect the Public.

LVII. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised for the Purposes of such Act, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining any Act authorizing the Company to construct any other Railway, or execute any other Work or Undertaking.

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

LVIII. That nothing whatsoever contained in this Act, or in any of the Acts herein incorporated, shall extend to authorize the Company to purchase, take, use, or otherwise interfere with any Land, Soil,

Land belonging to Her Majesty not to be interfered with without Consent, &c.

[Local.]

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Tenements, or Hereditaments, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners or Commissioner for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, first had and obtained for that Purpose, and which such Commissioners or Commissioner are and is hereby authorized and empowered to give, or to divest, prejudice, diminish, alter, or take away, any of the Estates, Rights, Privileges, Powers, or Authorities which now are or hereafter may be, or but for the Provisions of the same Act or Acts might have been, vested in or enjoyed by Her Majesty, Her Heirs or Successors.

Saving the Rights of the Great Northern Railway Company.

LIX. That nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, or Powers of the *Great Northern* Railway Company or the *Midland* Railway Company otherwise than is herein expressly provided.

Railway to be subject to the Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., 9 & 10 Vict. c. 57., and 14 & 15 Vict. c. 64.

LX. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Tenth Year of the Reign of Her present Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the last Session, intituled *An Act to repeal the Act for constituting Commissioners of Railways*: Nothing in this Act contained shall be held to exempt the said intended Railway, or the Company, from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Company, so far as the same shall be applicable thereto.

Railway not exempt from Provisions of future General Acts.

LXI. Nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made, or the Company, from the Provisions of any General Act relating to such Act, or of any General Act relating to Railways, or the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority



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Authority of Parliament, of the Tolls for small Parcels and of the maximum Rates of Fares and Charges authorized by this Act.

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

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