



CHAPTER lxxv.

An Act to confer further powers upon the Yarmouth and North Norfolk (Light) Railway Company. A.D. 1879.

[3d July 1879.]

WHEREAS by the Great Yarmouth and Stalham (Light) Railway Act, 1876, (in this Act called "the Act of 1876," and the Yarmouth and North Norfolk (Light) Railway Act, 1878, (in this Act called "the Act of 1878," the Yarmouth and North Norfolk (Light) Railway Company (herein-after called "the Company") are empowered to make railways from Yarmouth to North Walsham in the county of Norfolk:

39 & 40 Vict.
c. lxxxii.
41 & 42 Vict.
c. xl.

And whereas it is expedient that the Company should be authorised to make and maintain the diversions and level crossing of roads in this Act mentioned, and plans and sections showing the lines and levels thereof respectively were duly deposited with the clerk of the peace for the county of Norfolk, and are herein-after referred to as the deposited plans and sections:

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 Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows; (that is to say,)

1. This Act may be cited for all purposes as the Yarmouth and North Norfolk (Light) Railway Act, 1879. Short title.

2. The following Acts and parts of Acts are (except where expressly varied by this Act) incorporated with and form part of this Act; (that is to say,)

Incorporation of
general Acts.
8 & 9 Vict.
c. 20.
26 & 27 Vict.
c. 92.

The Railways Clauses Consolidation Act, 1845; and

Part I. (relating to construction of a railway) of the Railways Clauses Act, 1863.

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Interpreta-
tion of terms.

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. The expressions "the railway" or "the railways" mean the railways authorised by the Acts of 1876 and 1878; and for the purposes of this Act the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partially incorporated herewith, shall be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt, and not a debt or demand created by statute.

Power to
divert certain
roads.

4. Subject to the provisions of this Act, the Company may make and maintain, in the lines and according to the levels shown on the deposited plans and sections,—

A diversion of the public road in the parish of Ormesby St. Margaret with Scratby leading from California to Ormesby, being the road numbered 7 in the parish of Ormesby St. Margaret with Scratby on the plans deposited in the month of November 1875 with the clerk of the peace for the county of Norfolk with respect to the Great Yarmouth and Stalham (*Light*) Railway. The said diversion will commence at a point ten chains or thereabouts, measured in an easterly direction along an imaginary centre line of the public highway leading from Ormesby to California, from where an imaginary centre line drawn down the main public road leading from Great Yarmouth to Hemesby, otherwise Hemsby, would intersect it, which last-mentioned road is the most easterly main road leading from Great Yarmouth to Hemesby, otherwise Hemsby, and will terminate at the aforesaid main road leading from Great Yarmouth to Hemesby, otherwise Hemsby.

A diversion of the public road numbered on the said last-mentioned deposited plans 28 in the parish of Hemesby, otherwise Hemsby. The diversion will commence at or near a point where the north-east angle of the building formerly a Methodist chapel, now belonging to the Company and in the occupation of John Brown, intersects the said last-mentioned road, and will terminate by a junction with the road numbered on the last-mentioned deposited plans 27 in the said parish of Hemesby, otherwise Hemsby.

A diversion of the public road numbered on the said last-mentioned deposited plans 34 in the parish of Martham,

commencing at a point eight chains or thereabouts, measured in an easterly direction, from' where an imaginary line drawn down the centre of the public highway, numbered 38 on the last-mentioned plans, would intersect the public highway leading from Martham to Acle, numbered 34 on those plans, in the same parish, and terminating by a junction with the said last-mentioned road numbered 34.

A diversion of the public road numbered 15 on the plans deposited in the month of November 1877 in respect to the Yarmouth and Stalham (*Light*) Railway authorised by the Act of 1878, in the parish of Stalham, leading from Stalham town to Stalham Staithe. The said diversion will commence at a point forty feet or thereabouts, measured in a northerly direction, from where the centre line of the Company's authorised railway from Stalham to North Walsham crosses the last-mentioned public road, and will terminate by a junction with the public road numbered 3 on the last-mentioned plans in the parish of Stalham.

A diversion of the public road numbered on the said last-mentioned deposited plans 28 in the parish of Stalham. The diversion will commence at a point three chains or thereabouts, measured in an easterly direction along an imaginary centre line of the public road leading from Stalham to Norwich, where that road is intersected by the centre line of the authorised railway of the Company from Stalham to North Walsham, and will terminate at a point four chains or thereabouts, measured in a westerly direction along an imaginary centre line of the last-mentioned road, from where the centre line of the railway crosses the said last-mentioned road.

A diversion of the public road numbered on the said last-mentioned deposited plans 24 in the parish of Worstead. The diversion will commence at a point fifty feet or thereabouts, measured in a northerly direction, from where the centre line of the Company's authorised railway from Stalham to North Walsham crosses the last-mentioned public road leading from Yarmouth to North Walsham, and will terminate by a junction with the public road leading from White Horse Common to Great Yarmouth, numbered 21 on the last-mentioned deposited plans in the parish of Worstead.

A diversion of the public road numbered 40 on the said last-mentioned plans in the said parish of Worstead. The diversion will commence at a point one hundred feet or thereabouts, measured in an easterly direction, from where the centre line

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of the Company's authorised railway from Stalham to North Walsham crosses the last-mentioned public road leading from Yarmouth to North Walsham, and will terminate by a junction with the last-mentioned road numbered 40.

A diversion of the public road numbered 46 on the said last-mentioned plans in the said parish of Worstead. The diversion will commence at a point one hundred feet or thereabouts, measured in a northerly direction, from where the centre line of the Company's authorised railway from Stalham to North Walsham crosses the last-mentioned public road, and will terminate by a junction with the said road numbered 40 in the parish of Worstead.

Power to
cross a cer-
tain road on
the level.

5. Subject to the provisions in the Railways Clauses Consolidation Act, 1845, and in Part I. (relating to the construction of a railway) of the Railways Clauses Act, 1863, contained in reference to the crossing of roads on the level, it shall be lawful for the Company to carry the railway authorised by the Act of 1876 with a single line of railway only, whilst the railway shall consist of a single line, and afterwards with a double line of railway only, across and on the level of the public road in the parish of Hemesby, otherwise Hemsby, in the county of Norfolk, numbered 27 in that parish on the deposited plans of the railway authorised by the Act of 1876.

Company not
exempt from
provisions of
present and
future gene-
ral Railway
Acts.

6. Nothing in this Act shall exempt the Company 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, now in force, or which may hereafter pass during this or any future session of Parliament, 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.

Expenses of
Act.

7. All costs, charges, and expenses of and incident to the preparing and applying for and the obtaining and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.