



CHAPTER cxl.

An Act to confer further powers with respect to the Great Northern Railway and to the joint undertakings of the Great Northern and Great Eastern and Great Northern and London and North-western Railway Companies.

A.D. 1880.

[6th August 1880.]

WHEREAS it is expedient that the Great Northern Railway Company (who are meant when the term "the Company" is herein-after used) should be authorised to make and maintain the railways and works herein-after described ;

That they should be authorised to divert certain roads for the purpose of avoiding the crossing of their railway upon the level ;

That they should alter at Keighley the terminations of the Halifax, Thornton, and Keighley Railway, and that the time for the construction of that railway as extended by the Great Northern Railway (Further Powers) Act, 1878, should be further extended ;

41 & 42 Vict.
c. cli.

That the time limited for the construction of the railway authorised by the Great Northern Railway (Melton to Leicester) Act, 1873, as varied by the Great Northern Railway (Deviations) Act, 1874, should be further extended, that time having been extended by the Great Northern Railway Act, 1877 :

36 & 37 Vict.
c. ccviii.
37 & 38 Vict.
c. xcv.
40 & 41 Vict.
c. lxxx.

And whereas it is also expedient that powers should be granted to the Great Northern and Great Eastern Joint Committee, constituted under the powers of the Great Northern and Great Eastern Railway Companies Act, 1879, with respect to—

42 & 43 Vict.
c. cx.

The diversion of certain roads ;

The taking of additional lands ;

The alteration of the levels of certain portions of their joint undertaking ;

And the alteration of the lines thereof in and near the city of Lincoln authorised by the said Act of 1879 :

[Ch. cxl.] *Great Northern Railway Act, 1880.* [43 & 44 Vict.]

A.D. 1880. And whereas it is also expedient that the Railway No. 7,
35 & 36 Vict. authorised by the Great Northern Railway (Newark and Melton)
c. clxvii. Act, 1872, and therein described as "branch to the Midland
Railway at Melton Mowbray," should be vested jointly in the
Company and the London and North-western Railway Company,
and should form part of the joint undertaking of the two companies,
and be under the control of the joint committee constituted under
the provisions of the Great Northern and London and North-
37 & 38 Vict. western Railway Companies (Joint Powers and New Lines) Act,
c. clvii. 1874, and that the said committee should be enabled to purchase
additional lands :

And whereas it is expedient that the tolls for animals authorised
40 & 41 Vict. by the 29th section of the Great Northern Railway Act, 1877,
c. lxxx. should apply to the joint undertaking of the two last-named
companies :

And whereas it is expedient that the time prescribed for the sale
of lands acquired by the Company, whether jointly or severally,
under the powers of various Acts, and not yet applied to the pur-
poses of the undertakings in respect of which they were so acquired,
should be extended :

And whereas it is also expedient that the Company and the Mid-
land Railway Company should be authorised to enter into such
agreements as are herein-after specified with respect to the use by
the Company of the passenger station of the Midland Railway
Company and its appurtenances at Leicester, and the undertakings
belonging to or leased by the Midland Railway Company at or near
Keighley :

And whereas it is expedient that licensing bodies should be
authorised to grant to the Company or their nominees such licences
as are herein-after described :

Nottingham And whereas an Act was passed in the 32nd year of the reign of
Canal Act, King George the Third (cap. 100) "for making and maintaining a
1792. " navigable canal from the Cromford Canal, in the county of Notting-
32 Geo. 3. " ham, to or near to the town of Nottingham and to the River Trent
c. 100. " near Nottingham Trent Bridge, and also certain collateral cuts
" therein described from the said intended canal" (which Act is
herein-after referred to as the Nottingham Canal Act, 1792,) and
by virtue of the 54th section of the same Act railways or roads have
been long since made, and are now used for the conveyance of
minerals to the said canal and collateral cuts :

35 & 36 Vict. And whereas the railway authorised by the Great Northern
c. cxxxix. Railway (Derbyshire and Staffordshire) Act, 1872, has been con-
structed in some part between the Nottingham Canal (of which the
Company are lessees for a term of 999 years at a fixed rent) and

the mines and quarries which the said railways or roads are intended to serve, and it is doubtful whether consistently with the powers of the Nottingham Canal Act, 1792, the said railways and roads may be made to communicate with the Great Northern Railway, and may be used for the conveyance of minerals to the same railway in addition to or instead of the canal, and it is expedient that the said doubts should be removed and that the provisions herein-after contained should be made in that behalf :

And whereas it is expedient that the other provisions herein-after contained should be made :

And whereas plans and sections showing the lines and levels of the railways, roads, and other works authorised by this Act and the lands to be taken for the purposes thereof, and plans of the additional lands which are authorised to be acquired under the powers of this Act, and also books of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of all such lands, so far as those documents relate to lands in each county or division herein-after mentioned, were duly deposited with the clerks of the peace for the counties of Nottingham, Leicester, Derby, and Hertford, the parts of Holland and the parts of Kesteven in Lincolnshire, the county of the city of Lincoln, and for the west riding of Yorkshire respectively, and the said documents are herein-after respectively referred to as the deposited plans, sections, and books of reference :

And whereas the objects of this Act cannot be attained 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 :

1. This Act may be cited as the Great Northern Railway Act, 1880. Short title.

2. The following Acts and parts of Acts are, excepting where the same are expressly varied by this Act, incorporated with and form part of this Act ; namely,

The Lands Clauses Consolidation Acts, 1845, 1860, and 1869 ;	Incorporation of general Acts. 8 & 9 Vict. c. 18.
The Railways Clauses Consolidation Act, 1845 ; and	23 & 24 Vict. c. 106.
Parts 1, 2, and 3 of the Railways Clauses Act, 1863, relating respectively to the construction of a railway, to extension of time, and to working agreements.	32 & 33 Vict. c. 18. 8 & 9 Vict. c. 20. 26 & 27 Vict. c. 92.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated here-

Interpretation of terms.

A.D. 1880. — with have the same respective meanings, unless there be something in the subject or context repugnant to such construction, 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 partly 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
Company to
make rail-
ways, &c.

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 the railways and works herein-after described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes ; (that is to say,)

RAILWAYS NEAR NOTTINGHAM.

A railway (No. 1) (6 miles 6 furlongs 9·30 chains in length) wholly in Nottinghamshire, commencing in the parish of Basford by a junction with the Great Northern Railway at a point thereon about ten chains east of the centre of the bridge carrying the public road leading from Nottingham to Bulwell Forest and Papplewick over the said railway, and passing through Bestwood, Bestwood Park, Lenton, Papplewick, Hucknall Torkard, and Linby, and terminating in the liberty of Newstead (extraparochial) in an arable field commonly called Middle Island, belonging or reputed to belong to William Frederick Webb.

A branch railway (A) (4 furlongs 1·50 chains in length) wholly in Bestwood Park in the said parish of Bestwood, commencing by a junction with Railway No. 1, in a pasture field belonging or reputed to belong to the Duke of St. Albans, and in the occupation of the Bestwood Coal and Iron Company, and terminating by a junction with the sidings of the same company near and to the east of the west railway weighing machine of the Bestwood Colliery.

A branch railway (B) (3 furlongs 6·40 chains in length) wholly in the said parish of Hucknall Torkard, commencing by a junction with Railway No. 1 in a pasture field belonging or reputed to belong to the trustees of the late Reverend Luke Jackson, and terminating by a junction with a railway belonging to the Hucknall Colliery Company at a point about six yards east of the centre of the public road leading from Bullwell to Hucknall where crossed by the said colliery company's railway.

A branch railway (C) (1 furlong 6·50 chains in length) wholly in the same parish of Hucknall Torkard, commencing by a junction with Railway No. 1 in a pasture field belonging or reputed to belong to and occupied by Edward Henry Fraser, and terminating by a junction with the sidings of the Hucknall Colliery Company near the south railway weighing machine of the said colliery company.

A branch railway (D) (1 furlong 4·60 chains in length) wholly in the same parish of Hucknall Torkard, commencing by a junction with Railway No. 1 in a stackyard belonging or reputed to belong to the Duke of Portland, and terminating by a junction with the sidings of the Hucknall Colliery Company near the north railway weighing machine of the said colliery company.

A branch railway (E) (3 furlongs 0·55 chains in length) wholly in the said parish of Linby, commencing by a junction with Railway No. 1 in a pasture field belonging or reputed to belong to Andrew Montagu, and terminating by a junction with the sidings of the Linby Colliery Company near the south-east railway weighing machine of the said colliery company.

A branch railway (F) (1 furlong 5·60 chains in length) wholly in the same parish of Linby, commencing by a junction with Railway No. 1 in a field belonging or reputed to belong to Andrew Montagu, and terminating by a junction with the sidings of the Linby Colliery Company near the north-east railway weighing machine of the said colliery company.

A branch railway (G) (1 furlong 6·85 chains in length) wholly in the said liberty of Newstead, commencing by a junction with Railway No. 1 in an arable field belonging or reputed to belong to and occupied by William Frederick Webb, and terminating by a junction with the sidings of the Newstead Colliery Company near the south railway weighing machine of the said colliery company.

A branch railway (H) (2 furlongs 2·88 chains in length) wholly in the said liberty of Newstead, commencing by a junction with Railway No. 1 at the termination thereof, and terminating by a junction with the sidings of the Newstead Colliery Company near the north railway weighing machine of the said colliery company.

A branch railway (I) (5 furlongs 2·21 chains in length), commencing in the said liberty of Newstead by a connexion with Railway No. 1 at the termination thereof, and terminating in the parish of Annesley in the county of Nottingham by a junction with the sidings of the Annesley Colliery Company near the bridge carrying a private road from Annesley to Annesley Station over the said colliery company's sidings.

A branch railway (K) (1 furlong 2·70 chains in length) wholly in the same parish of Annesley, commencing by a junction with

A.D. 1880. — Railway No. 1 in a field belonging or reputed to belong to John Chaworth Musters, and in the occupation of the Annesley Colliery Company, and terminating in an arable field in the same ownership and occupation.

SHIPLEY BRANCH.

A railway (7 furlongs 1·41 chains in length) wholly in Derbyshire, commencing in the parish of Ilkeston by a junction with the sidings on the north side of the Derbyshire and Staffordshire Railways of the Company near and east of the bridge carrying a footpath from Ilkeston to West Hallam and Mapperly over the said railway, and terminating in the township of Shipley in the parish of Heanor by a junction with a siding belonging or reputed to belong to Edward Miller Mundy at Nutbrook Colliery, near the east railway weighing machine of the Shipley Collieries.

RAILWAYS AT ANCASTER.

A branch railway A (2 miles 4 furlongs 3 chains in length), wholly in the parts of Kesteven in Lincolnshire, commencing in the parish of South Rauceby by a junction with the Boston and Sleaford line of the Great Northern Railway about six hundred yards east of the crossing of Ermine Street by that railway, and terminating in the parish of Haydor in a field adjoining the public road leading from Haydor to Ancaster about four hundred and twenty yards measured in a north-easterly direction along the said public road from the north-east corner of the grounds of Warren House.

A branch railway B (3 furlongs 2·30 chains in length), commencing in the said parish of Wilsford by a junction with the said intended branch railway A in a field belonging or reputed to belong to the Rev. John Parkinson Bailey Young, and terminating in a field in the parish of Haydor adjoining the public bridle road leading from Haydor to Ancaster.

And the Company may agree with the owners, lessees, or occupiers of the mines or quarries intended to be served by the said railways A and B lastly herein-before described to contribute towards the cost of constructing and maintaining the said railways or either of them, whether by payment of gross sums or of annual sums in the shape of rent or guaranteed revenue.

Provided that the Company shall not, except by agreement, enter upon, take, or use any lands not being public roads or highways or railways required for the purposes of the branch railways near Nottingham (A) to (K), or for the purpose of the Shipley Branch or

[43 & 44 VICT.] *Great Northern Railway Act, 1880.* [Ch. cxl.]

of the branch railways at Ancaster, A and B. And the provisions of the Lands Clauses Consolidation Act, 1845, enabling persons under disability to sell and convey lands, shall apply to any purchase and sale of lands for the purpose of the said branch railways or any of them. A.D. 1880.

WORKS AT SPALDING.

A railway (4 furlongs 8·50 chains in length) wholly situate in the parish of Spalding in the parts of Holland in the county of Lincoln, commencing by a junction with the loop line of the Great Northern Railway at a point thereon about one hundred and fifty yards south of the iron bridge which carries the signal-box over the said railway near the Bourn Road, and terminating by a junction with the same line at about two hundred yards north of the point thereon at which the said railway crosses on the level the public road known as Steppingstone Lane.

The Company may construct a new road in the said parish of Spalding, commencing in Steppingstone Lane at a point about one hundred yards measured in a westerly direction from the north end of the down platform at Spalding Station, and terminating in the Bourn Road about fifty yards west of the place where that road is crossed on the level by the loop line of the Great Northern Railway.

So soon as the said new road is open for public use the Company shall abolish the level crossing of their railway by Steppingstone Lane, and all rights of way over the same are hereby thenceforth extinguished, and the Company may stop up and discontinue as a public highway so much of Steppingstone Lane as lies between the commencement herein-before described of the new road and a point about eighty yards east of the said level crossing, and the soil and site of Steppingstone Lane between the points aforesaid so far as it is bounded on both sides by lands of the Company shall vest in the Company. And the Company shall construct and maintain foot-bridges at the Bourn Road level crossing, and also at the foot-path eighty-four yards north of the level crossing at Steppingstone Lane. And the body or persons who are now liable for the maintenance and repair of Steppingstone Lane shall thenceforth maintain and repair the said new road.

DEVIATIONS OF HALIFAX, THORNTON, AND KEIGHLEY RAILWAYS AT KEIGHLEY.

A deviation railway No. 1 (3 furlongs 7 chains in length) situate wholly in the township and parish of Keighley in the west riding of Yorkshire, commencing at a point marked six

A.D. 1880. miles seven furlongs on the plans deposited with the clerk of the peace for the west riding of the county of York in respect of the application to Parliament for the Great Northern (Halifax, Thornton, and Keighley Railways) Act, 1873, by a junction with the said railways, and terminating in a field belonging or reputed to belong to the Company on the eastern side of the River Worth. And nothing contained in this Act or in the deposited plans and book of reference shall enable the Company to enter upon, take, or use, unless with his consent in writing, any lands belonging or reputed to belong to Thomas Craven on the west side of the River Worth, and numbered respectively on the deposited plans 215, 217, 218, and 219 in the parish of Keighley.

36 & 37 Vict.
c. ccxx.

A deviation railway No. 2 (1 furlong 6·60 chains in length) situate wholly in the same township and parish, commencing by a junction with the deviation railway No. 1 herein-before described in a quarry or clay-pit belonging or reputed to belong to the Duke of Devonshire, Thomas Rhodes Grace, and Thomas Cullingworth, or some of them, and terminating by a junction with the Keighley and Worth Valley Railway at a point three hundred and sixty yards or thereabouts north-east of the bridge carrying that railway over the public road leading from Keighley to Harden, called Park Lane.

The Company shall abandon the formation of so much of the railway No. 1 authorised by the said last-mentioned Act of 1873 as was intended to be constructed between the commencement herein-before defined of deviation railway No. 1 and the authorised termination of railway No. 1, and shall also abandon the formation of railway No. 2 described in the said Act.

Provision for
bridge over
road from
Arnold to
Basford.

5. Notwithstanding anything contained in the deposited sections the Company shall construct the bridge over the public road from Arnold to Basford numbered on the deposited plans 3 in the parish of Basford of a clear width of not less than thirty-six feet between the parapet walls of the said bridge, and the gradients of the approaches on each side of the said bridge shall not be less than 1 in 30.

Protection of
Midland
Railway
Company.

6. The powers of this Act with respect to the purchase and acquisition of lands otherwise than by agreement for the purposes of the railways near Nottingham (herein-after referred to as "the said railways"), and with respect to the making and maintaining of those railways, shall, unless with the previous consent of the Midland Railway Company (herein-after called "the Midland Company") in writing under their common seal, be exercised only subject to and in accordance with the following provisions:

- (1.) The Company shall not, without in every case the previous consent of the Midland Company in writing under their common seal, take, use, enter upon, or interfere with any land, railway, siding, or other work from time to time belonging to or worked by that company, except only so far as shall be necessary for the purpose of making and maintaining the said railways as the same are according to this Act to be constructed :
- (2.) With respect to any land of the Midland Company which the Company is by this Act authorised to use, enter upon, or interfere with, the Company shall not purchase or take the same, but the Company may purchase and take, and the Midland Company may and shall sell and grant accordingly, an easement or right of using the same for the purposes for which but for this enactment the Company might purchase and take the same :
- (3.) The crossing of the branch railway "A" over the Midland Company's Bestwood Branch shall be effected at such point within the limits of deviation shown on the deposited plans and in such manner and according to such mode of construction as shall be reasonably approved of by the principal engineer for the time being of the Midland Company, or in case of difference as shall be determined by arbitration as herein-after provided :
- (4.) Railway No. 1 shall be carried over the Midland Company's said Bestwood Branch by one arch or opening, not less than fifty feet span on the square, with a headway of not less than fourteen feet six inches throughout :
- (5.) The said railway shall be carried over the Midland Company's Nottingham and Mansfield line near the junction of the intended branch railway "B" by three arches or openings of not less than twenty-six feet span each on the square, with a headway of not less than fourteen feet six inches throughout :
- (6.) The said railway shall be carried under the Midland Company's said Nottingham and Mansfield Railway near the southern end of the Linby Colliery sidings by a bridge fifty feet wide between the parapets, provided that if at any time hereafter the Midland Company give notice to the Company that for the purpose of widening their railway they require the said bridge to be widened to any extent not exceeding twenty-four feet, the Company shall forthwith widen such bridge accordingly, and the provisions of this enactment shall, so far as the same are applicable, apply to such widening :

A.D. 1880.

- (7.) The branch railway "I" shall be carried under the Midland Company's Nottingham and Mansfield Railway near Annesley Colliery sidings by the existing bridge, which bridge shall be widened by the Company so as to be of the full width between the parapets thereof of the land now belonging to the Midland Company :
- (8.) The said railways and also the Shipley Branch by this Act authorised, where the same respectively will be made upon or across or will otherwise interfere with any railway, siding, or other work belonging to or worked by the Midland Company, shall, subject to the foregoing provisions of this enactment, be constructed according to plans, sections, and specifications to be previously approved by the principal engineer for the time being of the Midland Company, who shall report thereon within one month after the same shall have been submitted to him, and any difference thereon between him and the principal engineer for the time being of the Company shall (subject as aforesaid) be determined by arbitration in manner herein-after provided :
- (9.) Except so far as may be necessary for the purpose of effecting the crossing of the Midland Company's Bestwood Branch before mentioned, the Company shall not remove or disturb any of the rails of the Midland Company's railway, sidings, or other works :
- (10.) The Company shall not in any manner in the execution of any of their works obstruct or interfere with the free, uninterrupted, and safe use of any railway, siding, or other work of the Midland Company or any traffic thereon :
- (11.) The Company shall bear and on demand pay to the Midland Company the expense of the employment by that company during the execution of any work affecting any railway, siding, or other work of that company of a sufficient number of inspectors, watchmen, and signalmen to be appointed by that company for watching and signalling the same with reference to and during the execution of any such work of the Company, and for preventing as far as may be all interference, obstruction, danger, and accident from any of the operations or from the acts or defaults of the Company or their contractors or any person in the employ of the Company or of their contractors with reference thereto or otherwise :
- (12.) If by reason of the execution of any of the works or any proceedings of the Company, or the failure of any such works or any act or omission of the Company or of their contractors,

or of any person in the employ of the Company or of their contractors, or otherwise, any railway, siding, or other work of the Midland Company shall be injured or damaged, such injury or damage shall be forthwith made good by the Company at their own expense, or in the event of their failing so to do then the Midland Company may make good the same, and recover the expense thereof with full costs against the Company in any court of competent jurisdiction. And if any interruption shall be occasioned to the traffic of or upon any such railway, siding, or other work of the Midland Company by reason of any of the matters or causes aforesaid, the Company shall pay to that company all costs and expenses to which that company may be put, as well as full compensation for the loss and inconvenience sustained by them by reason of any such interruption, such costs, expenses, and compensation to be recoverable with full costs by that company from the Company in any court of competent jurisdiction :

A.D. 1880.

(13.) The Company shall at all times maintain the bridges, arches, openings, or other works by which their railways are carried across the railways, sidings, or other works of the Midland Company, in substantial repair and good order and condition to the reasonable satisfaction in all respects of the engineer of that company. And if and whenever the Company fail so to do, the Midland Company may make and do in and upon as well the lands of the Company as their own lands all such works and things as that company may reasonably think requisite in that behalf, and the sum from time to time certified by their engineer to be the reasonable amount of such their expenditure shall be repaid to them by the Company, and in default of full repayment may be recovered with full costs by the Midland Company from the Company in any court of competent jurisdiction :

(14.) The Midland Company may from time to time, either on their own lands or on the lands of the Company, erect such signals and conveniences incident to the crossing by this Act authorised of the branch railway "A" over the Midland Company's Bestwood Branch, and may from time to time appoint and remove such watchmen, switchmen, or other persons as may be necessary for the prevention of danger to or interference with the traffic at and near that crossing; the working and management of such signals and conveniences wherever situate shall be under the exclusive regulation of the Midland Company, and all the expenses of erecting and maintaining, and, if necessary, of altering from time to time those signals and conveniences (unless such alterations shall be made for the convenience of the Midland

A.D. 1880.

Company), and of employing those watchmen, switchmen, and other persons, and all incidental current expenses, shall at the end of every half year be repaid by the Company to the Midland Company, and in default thereof may be recovered from them with full costs of suit in any court of competent jurisdiction :

(15.) If the Midland Company shall at any time hereafter be desirous, for the purpose of forming branches or sidings to any existing or intended collieries, works, or manufactories, of constructing bridges under or over the said railways, the Company shall afford to the Midland Company all reasonable and proper facilities for the construction of such bridges, according to plans to be agreed between the principal engineers of the two companies for the time being, or in case of difference to be determined by arbitration as hereafter provided :

(16.) If any difference shall arise between the Company and the Midland Company as to the true intent and meaning of this enactment or the mode of giving effect thereto, the same shall be from time to time determined by arbitration in the manner prescribed by the Railways Clauses Consolidation Act, 1845, with respect to the settlement of disputes by arbitration.

Powers to
London and
North-
western
Railway
Company.

7. The London and North-western Railway Company may have and exercise over the railways and works herein-before described as "railways near Nottingham" and "Shipley Branch" the same powers and privileges as are conferred on that company by the 28th section of the Great Northern and London and North-western Railway Companies (Joint Powers and New Lines Act), 1874, with respect to the portions of the Great Northern Railway specified in the said section, but subject to the terms, conditions, and restrictions contained in sections 29, 30, 31, 32, 33, and 34 of the same Act.

Powers to
Great
Northern
Company to
construct
new roads
and other
works.

8. 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 the roads herein-after described and may exercise the powers herein-after mentioned, and may for the purposes aforesaid make such alterations in the levels of the streets, roads, and footpaths affected thereby as are shown upon the deposited plans and sections, and, in addition to any other lands which they are by this Act authorised to acquire, may enter upon and take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes.

(1.) They may construct in the parish of North Mimms in the county of Hertford a new road, commencing in the road leading

from Bell Bar to North Mimms at a point about one hundred and fifty yards west of the bridge carrying that road over the main line of the Great Northern Railway, and terminating in the road leading from Bell Bar to Colney Heath at a point about one hundred yards west of the level crossing of the same road over the main line of the Great Northern Railway : A.D. 1880.

(2.) They may construct in the same parish a new road, commencing on the east side of the Great Northern Railway in the road leading from Friday Grove to Welham Green at a point in the said road about two hundred and eighty yards measured in a south-easterly direction along that road from the level crossing of the same road over the main line of the Great Northern Railway, and terminating in the same road on the west side of the same railway at the point where that road is joined by the occupation road leading to Sheepshead Hall about twenty-five yards west of the said level crossing :

(3.) They may construct in the parish of Hatfield in the county of Hertford a new road, commencing at a point in the main road from London to Hatfield about two hundred and sixty yards south of the level crossing of the main line of the Great Northern Railway by the road leading from Hatfield Park to Chantry Green, and terminating at the junction of that road with the road leading from Bell Bar to Chantry Green.

So soon as each of the said new roads is completed and open to the public the Company may abolish the level crossing of their railway by the existing road for which the new road is substituted, and all rights of way in and over the said existing road between the points herein-before defined shall thenceforth be extinguished, and the soil and site of so much of the said road as lies between the fences of the railway shall vest in the Company, and the new road shall thenceforth be repaired and maintained by the body or persons now liable to maintain and repair the existing road.

9. Subject to the provisions of this Act, the Company, in addition to the other lands which they are by this Act authorised to acquire, may enter upon and take compulsorily for the improvement and enlargement of their railways, stations, and works, and for the construction of new stations, buildings, and sidings, and other the purposes of their undertaking, the lands herein-after described, which are delineated upon the deposited plans and described in the deposited books of reference ; (that is to say,) Power to purchase additional lands.

Certain lands situate in the parish of Bradford in the west riding of the county of York adjoining the junction of the Bradford and Thornton Railway and the Halifax, Thornton, and Keighley Railway.

Certain lands in the parish of Saint Margaret Leicester and county

A.D. 1880. of Leicester between the north side of the Willow Brook and the south side of Syston Street at the point where that street is joined by Little Brunswick Street.

Certain other lands in the said parish of Saint Margaret Leicester adjoining Willow Bridge Street or Road at the point where the east end of Cranbourne Street joins it in the said parish.

Certain lands in the parish of Loseby in the county of Leicester on the south and south-west sides of the Tilton and Leicester Branch Railway of the Company, and also on the south side of the fork from that railway to the Melton and Tilton Railway belonging to the Great Northern and London and North-western Joint Committee.

Extension of time for completion of certain railways.

10. The respective periods limited for the construction and completion of the following railways and works are hereby extended as follows; (that is to say,)

For the construction and completion of so much of the Railway No. 1 authorised by the Great Northern (Halifax, Thornton, and Keighley Railways) Act, 1873, as extends from the authorised commencement thereof to the sixth mile and seventh furlong thereof as shown on the plans referred to in the said Act until the fifth day of August one thousand eight hundred and eighty-three.

For the construction and completion of the railways No. 1 and No. 4 authorised by the Great Northern Railway (Melton to Leicester) Act, 1873, as those railways were authorised to be varied by the Great Northern Railway (Deviations) Act, 1874, until the twenty-eighth day of July one thousand eight hundred and eighty-three.

Powers to Great Northern and Great Eastern Joint Committee.

11. Subject to the provisions of this Act, the Great Northern and Great Eastern Joint Committee may make and maintain in the lines and according to the levels shown on the deposited plans and sections the railways and works herein-after described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes; (that is to say,)

SPALDING TO LINCOLN RAILWAY.

41 & 42 Vict. c. xcvi.

They may alter the levels of railway No. 2 authorised by the Great Northern Railway (Spalding to Lincoln) Act, 1878, between the twelfth mile and fourth furlong thereof as shown on the plans deposited with the clerk of the peace for the parts of Kesteven in Lincolnshire with respect to the said Act and the commencement of the deviation railway (D) as described in the Great Northern and Great Eastern Railway Companies Act, 1879, and they may

also alter the levels of the said deviation railway (D) from the authorised commencement thereof to the second mile and fourth furlong as shown on the plans deposited with the said clerk of the peace with respect to the said last-mentioned Act. A.D. 1880.

They may alter the levels of that portion of the Great Northern Railway Company's Boston and Sleaford line which lies between a point about one hundred and fifty yards west of the parish boundary between Old Sleaford and Kirkby Laythorpe and a point about eight hundred yards eastward of the said boundary.

They may make and maintain a deviation railway (3 miles and 7·50 chains in length), commencing in the parish of Washingborough in the said parts of Kesteven at the point herein-before described as the second mile and fourth furlong on the said deviation railway (D), and terminating in the parish of Saint Peter at Gowts, in the city of Lincoln and county of the same city, by a junction with the said railway (D) at a point thereon shown as five miles and fifty-three chains. The said joint committee shall abandon the construction of so much of deviation railway (D) as lies between the points herein-before last described.

They may make and maintain a deviation railway (1 mile and 9·20 chains in length), commencing in the parish of Washingborough by a junction with the loop line of the Great Northern Railway about two hundred and sixty yards measured in a westerly direction along the railway from the level crossing at Washingborough Station, and terminating in the parish of Canwick by a junction with the intended deviation railway last described near the south-west corner of a field belonging or reputed to belong to the Worshipful Company of Mercers and the Reverend James Watney.

They may make and maintain a deviation railway (7 furlongs and 3 chains in length), commencing in the said parish of Canwick by a junction with the said intended railway last described near the south-east corner of a field belonging or reputed to belong to the feoffees of Garratt's Charity, and occupied by John Dixon Lister, and terminating by a junction with the Lincoln and Honington line of the Great Northern Railway near the east side of the spot where Great Northern Terrace is crossed on the level by the Lincoln and Honington line, in the parish of Saint Mary-le-Wigford, in the city of Lincoln and county of the same city.

And the Great Northern Railway Company shall abandon the construction of railway (E) and the said joint committee shall abandon the construction of railway (F) authorised respectively by the Great Northern and Great Eastern Railway Companies Act, 1879.

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Compensation for damage to land by entry, &c. for purposes of railways abandoned.

8 & 9 Vict., c. 20.

Compensation to be made in respect of portions of railways abandoned.

Power to cross certain roads on the level.
26 & 27 Vict. c. 92.

12. The abandonment by the Company and by the said joint committee respectively under the authority of this Act of the railways and portions of railway herein-before authorised to be abandoned shall not prejudice or affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Company or the said joint committee on such land for the purpose of surveying and taking levels or probing or boring to ascertain the nature of the soil or setting out of the line of railway, and shall not prejudice or affect the right of the owner or occupier of any land which has been temporarily occupied by the Company or the said joint committee to receive compensation for such temporary occupation, or for any loss, damage, or injury which has been sustained by such owner or occupier by reason thereof or of the exercise as regards such land of any of the powers contained in the Railways Clauses Consolidation Act, 1845, the Great Northern (Halifax, Thornton, and Keighley Railways) Act, 1873, the Great Northern Railway (Spalding to Lincoln) Act, 1878, and the Great Northern and Great Eastern Railway Companies Act, 1879.

13. Where before the passing of this Act any contract has been entered into or notice given by the Company or by the said joint committee for the purchasing of any land for the purposes of or in relation to any of the railways or portion of railway authorised to be abandoned by this Act, the Company or the joint committee, as the case may be, shall be released from all liability to purchase or to complete the purchase of any such lands, but notwithstanding full compensation shall be made by the Company or the joint committee, as the case may be, to the owners and occupiers or other persons interested in such lands for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice, and the amount and application of the compensation shall be determined in manner provided by the Lands Clauses Consolidation Act, 1845, as amended by any subsequent Act for determining the amount and application of compensation paid for lands taken under the provisions thereof.

14. 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, the Company or the said joint committee, as the case may be, may, in the construction of the railways hereby authorised, carry the same with a single line only whilst the railway shall consist of a single line and afterwards with a double line only across and on the level of the roads next hereinafter mentioned; (that is to say,)

Railway.	No. on deposited Plan.	Parish.	Description of Road.
Railway at Spalding -	7	Spalding -	Public road.
Railway at Ancaster (A)	6	Wilsford -	Ditto.
Railway at Ancaster (A)	24	Wilsford -	Ditto.

A.D. 1880.
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15. If the railways herein-before described as “deviations of Halifax, Thornton, and Keighley Railways at Keighley,” are not completed within three years from the passing of this Act, and if the other railways authorised by this Act are not completed within five years from the passing of this Act, then on the expiration of those periods respectively the powers by this Act granted for making and completing the said railways or otherwise in relation thereto shall cease to be exercised except as to so much thereof as is then completed.

Period for completion of railways.

16. Subject to the provisions of this Act the railways and the works connected therewith executed under the authority of this Act shall for the purposes of toll and all other purposes whatsoever be part of the undertaking of the Great Northern Railway Company or, as the case may be, of the joint undertaking of the Great Northern and Great Eastern Railway Companies.

Railways to form part of Great Northern Railway or of joint undertaking.

17. If the Company or the Great Northern and Great Eastern Joint Committee, as the case may be, fail to complete the railways which they are herein-before respectively authorised to construct or complete within the periods respectively limited by this Act for those purposes, the Company or the said joint committee, as the case may be, shall be liable to a penalty of fifty pounds a day for every day after the expiration of the periods so limited until the railway in respect of which such default has been made is completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of such railway, and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act or by the Solicitor of Her Majesty’s Treasury, and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act, 1854, and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name and with the privity of Her Majesty’s Paymaster General on behalf of the Chancery Division of the High Court of Justice in the bank and to the credit specified in such

Penalty unless railways are opened within the time limited.

17 & 18 Vict. c. 31.

A.D. 1880. — warrant or order, and shall not be paid thereout except as hereinafter provided, but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company or the said joint committee, as the case may be, was prevented from completing or opening such line by unforeseen accident or circumstances beyond their control, or was prevented by the want of compulsory powers from making the said railways or any of them without incurring unreasonable delay, inconvenience, or expense : Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application
of penalty.

18. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due notice in the "London Gazette" shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railways or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company or the said joint committee, as the case may be, by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Chancery Division of the High Court of Justice may seem fit, and if no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the said division thinks fit to order on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom : Provided that if either of the said companies become insolvent and be ordered to be wound up, or if a receiver have been appointed in respect of such company, then the portion of such penalty recovered from such company as aforesaid shall wholly or in part (in the discretion of the said Chancery Division) be paid or transferred to such receiver or to the liquidator or liquidators of such company, or be otherwise applied as part of the assets of such company for the benefit of the creditors thereof.

Power to
Great
Northern

19. Subject to the provisions of this Act the Great Northern and Great Eastern Joint Committee may make and maintain in the

lines and according to the levels shown on the deposited plans and sections the works herein-after described, and may exercise the powers herein-after mentioned, and may for the purposes aforesaid make such alterations in the levels of the streets, roads, and footpaths affected thereby as are shown upon the deposited plans and sections, making compensation to such persons as may be injuriously affected by such alterations in the levels as aforesaid, and the Company may, in addition to any other lands which they are by this Act authorised to acquire, enter upon and take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes.

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and Great
Eastern Joint
Committee to
execute other
works.

- (1.) They may divert in the parish of Pinchbeck in the parts of Holland the public road leading from Pinchbeck to Money Bridge numbered 85 in the said parish upon the deposited plans of railway No. 1 authorised by the Great Northern Railway (Spalding to Lincoln) Act, 1878, which diversion will commence at or near a point in the said road situated about five chains measured along the said road in a south-easterly direction from the south-east corner of the Baptist Chapel adjoining the said road, and terminate at a point in the said road situated at or near the Herring Bridge over the River Glen.
- (2.) They may divert in the parishes of Gosberton and Surfleet in the parts of Holland the public road leading from Risegate to Westhorpe numbered 47 in the parish of Gosberton upon the said deposited plan of railway No. 1, which diversion will commence in the parish of Gosberton at or near a point in the said road situated about twenty-three yards measured along the said road in a northerly direction from the north-east corner of the house belonging or reputed to belong to and occupied by Thomas Mawer, and terminate in the parish of Gosberton at or near a point in the public road leading from Gosberton to Quadring Bank situated about four chains west of the junction therewith of the said road leading from Risegate to Westhorpe.
- (3.) They may divert in the parishes of Leasingham and Evedon in the parts of Kesteven the public road leading from Sleaford to Evedon numbered 27 in the parish of Leasingham upon the plans of deviation railway B deposited at the office of the clerk of the peace for the parts of Kesteven with relation to the Great Northern and Great Eastern Railway Companies Act, 1879, which diversion will commence in the parish of Evedon at or near the bridge carrying the said road over the Sleaford Canal, and terminate in the parish of Leasingham at

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or near a point in the said road about ten chains west of the said bridge.

- (4.) They may divert in the parish of Ruskington in the parts of Kesteven the public road leading from Ruskington to Billingham numbered 34 in the said parish upon the said deposited plans of the deviation railway (B) described in the said Act of 1879, which diversion will commence at or near a point in the said road situated about five chains east of the point where the centre line shown upon the said deposited plans of the said authorised deviation railway (B) crosses the said road, and terminate at or near a point in the said road situated about seven chains west of the spot where the said authorised railway crosses the said road.

Portions of roads to be diverted to vest in Company or joint committee, &c.

20. So soon as each of the said new roads is completed and open to the public all rights of way in and over the existing road for which the new road is substituted shall thenceforth be extinguished, and the soil and site of so much of the said existing road as lies between the fences of the railway shall vest in the Company or in the joint committee, as the case may be, and the new road, excepting any bridge over the railway and the approaches to such bridge, shall thenceforth be repaired and maintained by the body or persons now liable to maintain and repair the existing road.

Power to deviate in construction of roads.

21. The Company and the Great Northern and Great Eastern Joint Committee, as the case may be, in constructing the new roads and alteration of roads and footpaths herein-before authorised may deviate from the centre lines shown on the deposited plans to the extent of the limits of deviation marked on such plans respectively, but so nevertheless that no part of such deviation be constructed beyond the said limits, and may deviate from the levels shown on the deposited sections to any extent not exceeding five feet, but not so as to increase the rate of inclination as shown on the deposited sections of any new road or footpath.

Power to Great Northern and Great Eastern Joint Committee to acquire additional lands.

22. Subject to the provisions of this Act the Great Northern and Great Eastern Joint Committee may from time to time enter upon, take, use, and appropriate to purposes connected with their joint undertaking all or any of the lands, houses, and buildings herein-after described which are delineated upon the deposited plans and described in the deposited books of reference; (that is to say,)

Certain land in the parish of Gosberton in the parts of Holland in Lincolnshire lying on both sides of the public road leading from Gosberton to Risegate, near the point where the authorised Great

[43 & 44 VICT.] *Great Northern Railway Act, 1880.* [Ch. cxl.]

Northern (Spalding to Lincoln) Railway No. 1, session 1878, A.D. 1880.
crosses the said road.

Certain land in the parish of Donington in the parts of Holland lying on both sides of the public road leading from Donington to Horbling where the authorised Great Northern and Great Eastern Railway (A), session 1879, crosses the said road.

Certain land in the parish of Helpringham in the parts of Kesteven lying on both sides of the public road leading from Swaton to Helpringham, near the point where the authorised Great Northern and Great Eastern Railway (A), session 1879, crosses the said road.

Certain land in the parish of Kirkby Laythorpe in the parts of Kesteven lying on both sides of the public road leading from Scredington to Kirkby Laythorpe, near the point where the authorised Great Northern and Great Eastern Railway (A), session 1879, crosses the said road.

Certain land in the said parish of Kirkby Laythorpe lying on both sides of the public road leading from Sleaford to Boston, near the point where the authorised Great Northern and Great Eastern Railway (B), session 1879, crosses the said road.

23. The provisions of the Companies Clauses Consolidation Act, 1845, "with respect to the giving of notices" are hereby extended to the Great Northern and Great Eastern Joint Committee, and shall be deemed to be incorporated with the Great Northern and Great Eastern Railway Companies Act, 1879.

Notices by
and to joint
committee.
8 & 9 Vict.
c. 16.

24. From and after the passing of this Act the Railway No. 7 described in the Great Northern Railway (Newark and Melton) Act, 1872, and therein called "branch to the Midland Railway at Melton Mowbray," shall form part of the joint undertaking of the Great Northern and London and North-western Railway Companies as fully and effectually as though the same had been expressly comprised in the third and fourteenth sections of the Great Northern and London and North-western Railway Companies (Joint Powers and New Lines Act), 1874, and all the powers conferred by the said Act of 1874 or otherwise upon the joint committee of the two companies with respect to the said joint undertaking shall apply to the said branch railway accordingly.

Vesting
branch at
Melton in
Great
Northern and
London and
North-
western
Joint Com-
mittee.

25. The provisions contained in the twenty-ninth section of the Great Northern Railway Act, 1877, with respect to tolls and charges for the conveyance of cattle and sheep upon any of the railways of the Company shall extend and apply to the conveyance of cattle and sheep on the joint undertaking of the Great Northern and London and North-western Railway Companies, and the said

Extension of
tolls, &c. for
animals.
40 & 41 Vict.
c. lxxx. s. 29.

A.D. 1880. companies or the joint committee of the said companies may demand and take the tolls and charges mentioned in the said section in respect of animals and sheep conveyed upon the said joint undertaking or upon any part thereof.

Power to
Great
Northern
and London
and North-
western
Joint Com-
mittee to
acquire addi-
tional lands.

26. Subject to the provisions of this Act the Great Northern and London and North-western Joint Committee may from time to time enter upon, take, use, and appropriate to purposes connected with their undertaking all or any of the lands, houses, and buildings herein-after described which are delineated upon the deposited plans and described in the deposited books of reference; (that is to say,)

Certain lands in the parish of Medbourne in the county of Leicester lying on the east side of and adjoining the Medbourne Branch Railway of the said joint committee, and between the Medbourne Station and the public carriage road leading from Neville Holt to Medbourne.

Certain lands situate in the parish of Loseby in the county of Leicester lying on both sides of and adjoining the authorised railway from Melton to Tilton belonging to the said joint committee.

Certain lands situate in the parish of Burrough-on-the-Hill in the said county of Leicester lying on both sides of and adjoining the said railway from Melton to Tilton.

Power to
take ease-
ments, &c.
by agree-
ment.

27. Persons empowered by the Lands Clauses Consolidation Act, 1845, to sell and convey or release lands may, if they think fit, subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act, 1860, and of this Act, grant to the Company or the said Great Northern and Great Eastern Joint Committee, as the case may be, any easement, right, or privilege (not being an easement of water) required for the purposes of this Act or any of the purposes of their respective undertakings in, over, or affecting any such lands, and the provisions of the last-mentioned Acts with respect to lands and rentcharges, as far as the same are applicable in this behalf, shall extend and apply to such grants and to such easements, rights, or privileges as aforesaid.

Period for
compulsory
purchase of
lands.

28. The powers for the compulsory purchase of lands for the purposes of this Act, whether by the Company, or by the Great Northern and Great Eastern Joint Committee, or by the Great Northern and London and North-western Joint Committee, shall not be exercised after the expiration of three years from the passing of this Act.

Notice to be
given of
taking houses

29. The Company or the Great Northern and Great Eastern Joint Committee, as the case may be, shall, eight weeks at least

before they take in any parish fifteen houses or more occupied either wholly or partly by persons belonging to the labouring classes as tenants or lodgers, make known their intention to take the same by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses, and the Company and the said joint committee shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that they have so made known their intention.

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of labouring
classes.

30. Before taking in any parish fifteen houses or more occupied either wholly or partly by persons belonging to the labouring classes as tenants or lodgers the Company or the said joint committee shall (unless they respectively and such person or persons otherwise agree) procure sufficient accommodation elsewhere for such person or persons: Provided always, that if any question shall arise as to the sufficiency of such accommodation, the same shall be determined by a justice, and the Company and the said joint committee may for the purpose of procuring such accommodation, appropriate any lands for the time being belonging to them respectively or which they have power to acquire, and may purchase by agreement such further lands as may be necessary for such purpose, and may on such lands erect labouring class dwellings, and may let or otherwise dispose of such lands and dwellings, and may apply for the purposes of this section or any of them any moneys they may have already raised or are authorised to raise.

Accommoda-
tion to be
procured for
persons of
the labouring
class to be
displaced.

31. The Company and the Midland Railway Company may from time to time enter into and fulfil agreements for the use by the Company of the undertaking of the Midland Railway Company at or near Leicester, and of the passenger station of the same company there, including in the term "passenger station," sidings, platforms, approaches, water and water supply, and all works and conveniences connected with the said station and used for the purposes thereof and for the accommodation of the traffic thereof. And the said two companies may also agree with respect to the enlargement and adaptation of the said station and as to the price to be paid by the Company for their share and interest therein or use thereof, whether by the payment of a gross sum, or of interest upon outlay, or of rent, or by all or any of those means.

Agreements
with Midland
Railway
Company as
to Leicester
station.

32. The Company and the Midland Railway Company may from time to time enter into and fulfil similar agreements with respect to the undertakings belonging to or leased or worked by the Midland Railway Company at or near Keighley and the passenger station of the Midland Railway Company at Keighley, including in the said

Line and
station at
Keighley.

A.D. 1880. — term "station" the matters herein-before mentioned with respect to the station at Leicester.

Leicester
tramways.

33. The Company may from time to time agree with the Leicester Tramways Company for facilitating the conveyance of traffic in passengers and parcels between the said tramways and the undertaking of the Company, and may establish in connexion with the said tramways in or near the town of Leicester depôts and booking offices for the accommodation of traffic in passengers and parcels coming from or destined for the Great Northern Railway.

Extension of
powers of
32 Geo. 3.
c. 100. s. 54.

34. Any proprietor of any manor or estate containing any mines of coal, ironstone, or other minerals, or any renter, lessee, or occupier of the same who shall before the passing of this Act, and in pursuance of the powers contained in the fifty-fourth section of the Nottingham Canal Act, 1792, have made any railways or roads to convey his coals, ironstone, limestone, marble, or other stone or minerals (herein-after called "mineral traffic") to the Nottingham Canal and collateral cuts, and any person lawfully using railways or roads constructed under the powers of that Act, may use the said railways or roads for the purpose of conveying his mineral traffic to the Great Northern Railway as fully and effectually as if the Great Northern Railway had been named in the said section of the Nottingham Canal Act, 1792, in addition to the Nottingham Canal and collateral cuts, such proprietor, renter, lessee, or occupier paying the like compensation for such use as is now paid for the use of the said railways and roads in connexion with the Nottingham Canal, and any such proprietor, renter, lessee, or occupier may for the purpose of such conveyance as aforesaid make a communication between any such railway or road and the Great Northern Railway: Provided that no such communication shall be made without the consent of the Great Northern Railway Company and in such manner as that company shall prescribe, and that nothing contained herein or in the Nottingham Canal Act, 1792, shall enable any such proprietor, renter, lessee, or occupier or other person to enter upon or take for the purpose of making such communication any lands or other property without the consent of the owner, lessee, and occupier of such lands or property.

Extension of
time for sale
of certain
superfluous
lands.

35. The Company may, notwithstanding anything to the contrary in the Lands Clauses Consolidation Act, 1845, or in any Act relating to the Company with which that Act is incorporated, retain and hold any lands acquired by them, whether jointly or separately, which have not yet been applied to the purposes for which they were acquired for the periods following; that is to say, as regards such of the lands as are situate near to or adjoining any railway or

station of the Company or as the Company may be of opinion that they may require for the purposes of stations, sidings, or other conveniences 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 two years from the passing of this Act: A.D. 1880.

But the Company shall at the expiration of such respective periods of ten years and two years sell and dispose of all such parts of those lands respectively as shall not then have been applied to or are not then required for the purposes of the undertakings for which they were acquired as superfluous lands.

36. Notwithstanding anything contained in any Act relating to the granting of licenses for the sale of wine, spirits, beer, or cider, any corporation or other body, or any justice or other person being by law authorised to grant licenses for the sale by retail of wine, spirits, beer, or cider, may, if they or he think fit, grant to any person or persons nominated by the Company in that behalf a license or licenses for the sale of wine, spirits, beer, and cider at any refreshment rooms at stations of the Company managed and conducted by the Company, although the structure of such premises may not be in conformity with the provisions of any such Act, and although the person or persons so nominated is or are not the real resident holder and occupier of any such refreshment room. Provisions as to licenses for sale of wine, &c. on premises of the Company.

37. And whereas in the construction of the works hereby authorised, or otherwise in exercise of the powers of this Act, it may happen that portions only of the lands, buildings, or manufactories shown on the deposited plans may be sufficient for the purposes of the same works respectively, 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 owners of and persons interested in the lands, buildings, or manufactories described in the Schedule to this Act, and whereof parts only are required for the purposes of this Act, may, if such portions can in the opinion of the jury, arbitrators, or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of such properties without material detriment thereto, be required to sell and convey to the Company the portions only of the premises so required, without the Company being obliged or compellable to purchase the whole or any greater portion thereof, the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof or other parties interested therein by severance or otherwise. Owner may be required to sell parts only of certain lands and buildings.

A.D. 1880.

Power to
apply cor-
porate funds
to purposes
of Act.

38. The Company may apply to the purposes of this Act any of the moneys which they now have in their hands or which they have power to raise by virtue of any Acts relating to the Company, and which may not be required for the purposes to which they are by any such Acts made specially applicable.

Power to
joint com-
mittees to
apply cor-
porate funds.

39. The Great Northern and Great Eastern Joint Committee, and the Great Northern and London and North-western Joint Committee, and the Great Eastern and the London and North-western Railway Companies respectively may apply to the purposes of this Act which they are authorised to carry into effect any of the moneys which they now have in their hands or which they have power to raise by virtue of any Acts relating to them, and which may not be required for the purposes to which they are by any such Acts made specially applicable.

Railways not
exempt from
provisions of
present and
future
general Acts.

40. Nothing in this Act contained shall exempt the railways, or the Company, or the Great Northern and Great Eastern Joint Committee, or the Great Northern and London and North-western Joint Committee 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.

41. 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 Company.

[43 & 44 VICT.] *Great Northern Railway Act, 1880.* [Ch. cxl.]

SCHEDULE.

A.D. 1880.

Describing Lands, Buildings, and Manufactories of which portions
only may be required.

Township or Parish.	Numbers on Plans deposited with respect to this Act.
Bestwood - - - - -	30.
Hucknall - - - - -	117, 118, 143, 144.
Linby - - - - -	9, 12, 13.
Liberty of Newstead - - - - -	16, 17.
Annesley - - - - -	12.
Heanor - - - - -	3.
Keighley - - - - -	167.

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