



CHAPTER lxxxv.

An Act to authorise the deviation of part of the Edgware and Hampstead Railway to confer further powers on the Edgware and Hampstead Railway Company and for other purposes. A.D. 1912.
[7th August 1912.]

WHEREAS the Edgware and Hampstead Railway Company (hereinafter called "the Company") were incorporated by the Edgware and Hampstead Railway Act 1902 (hereinafter referred to as "the Act of 1902") and were empowered by that Act to construct the railways in the parishes of Hendon and Edgware therein described:

And whereas by the Edgware and Hampstead Railway Act 1905 (hereinafter referred to as "the Act of 1905") the abandonment of a portion of Railway No. 1 and the whole of Railway No. 2 authorised by the Act of 1902 and the construction in lieu thereof of a deviation railway therein described were authorised:

And whereas by the Edgware and Hampstead Railway Act 1909 (hereinafter referred to as "the Act of 1909") the abandonment of a further portion of Railway No. 1 authorised by the Act of 1902 and also of the deviation railway authorised by the Act of 1905 and the construction in lieu thereof of a deviation railway therein described were authorised and further powers were conferred upon the Company:

And whereas it is expedient that the deviation railway hereinafter described should be authorised and that a portion of the said Railway No. 1 authorised by the Act of 1902 should be abandoned and that the Company be authorised to make certain alterations in the construction of portion of Railway No. 1 authorised by the Act of 1902 and of portions of the deviation railway authorised by the Act of 1909:

And whereas it is expedient that the time limited by the Act of 1902 as extended by the Act of 1905 and the Act of

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A.D. 1912. 1909 for the completion of so much of the said Railway No. 1 as was not abandoned under the provisions of the Act of 1905 and the Act of 1909 and as is not by this Act authorised to be abandoned should be extended and that the powers for the compulsory purchase of lands conferred by the Act of 1902 as extended by the Act of 1905 and revived by the Act of 1909 should be further extended and that the time limited by the Act of 1909 for the completion of the railway by that Act authorised should be extended and that the powers conferred by the Act of 1909 for the compulsory purchase of lands for the purposes thereof should be extended:

And whereas the estimated cost of constructing the railways and works authorised by the Act of 1902 the Act of 1905 and the Act of 1909 has increased by reason of the development of the district in and through which such railways and works will be situate and the erection of houses and other buildings on the lands required for the purposes of and in connection with such railways and works and it is expedient that the Company should be authorised to raise additional capital and to apply their funds as in this Act provided:

And whereas the Company have not borrowed on mortgage or created and issued debenture stock in respect of the capital authorised to be raised by the Act of 1902 and it is expedient that provision should be made in reference to the borrowing powers of the Company as in this Act provided:

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

And whereas a plan and section showing the line and levels of the deviation railway and works and the alterations to the authorised railways of the Company by this Act respectively authorised the plan showing the lands which may be taken for the purposes or under the powers of this Act and a book of reference to the plan containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands were duly deposited with the clerk of the peace for the county of Middlesex:

And whereas the purposes of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted and be it enacted by the King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal

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and Commons in this present Parliament assembled and by the authority of the same as follows:— A.D. 1912.

PART I.

PRELIMINARY.

1. This Act may be cited as the Edgware and Hampstead Railway Act 1912 and the Edgware and Hampstead Railway Act 1902 the Edgware and Hampstead Railway Act 1905 the Edgware and Hampstead Railway Act 1909 and this Act may be cited together as the Edgware and Hampstead Railway Acts 1902 to 1912.

Short and
collective
titles.

2. This Act is divided into Parts as follows:—

Division of
Act into
Parts.

Part I.—Preliminary.

Part II.—Works and lands.

Part III.—Extension of time.

Part IV.—Abandonment.

Part V.—Capital.

Part VI.—Miscellaneous.

3. The following Acts and parts of Acts are (so far as the same are applicable and where not expressly varied by or inconsistent with this Act) incorporated with and form part of this Act (that is to say):—

Incorporation of Acts.

The Lands Clauses Acts;

The provisions of the Railways Clauses Consolidation Act 1845 with respect to the following matters or contained in the following sections:—

The construction of the railway and the works connected therewith;

The carrying of passengers and goods upon the railway and the tolls to be taken thereon;

The regulation and use of the railway;

The settlement of disputes by arbitration;

The recovery of damages not specially provided for and of penalties and the determination of any other matter referred to justices; and

The provision to be made for affording access to the special Act by all parties interested;

Part II. (Extension of time) of the Railways Clauses Act 1863;

The Companies Clauses Consolidation Act 1845;

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Part I. (relating to cancellation and surrender of shares);
Part II. (relating to additional capital); and
Part III. (relating to debenture stock) of the Companies
Clauses Act 1863 as amended by any subsequent Act.

Interpreta-
tion.

4. 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 is something in the subject or context repugnant to such construction And—

The expression “the Company” means the Edgware and Hampstead Railway Company;

The expressions “the Act of 1902” “the Act of 1905” “the Act of 1909” respectively mean the Edgware and Hampstead Railway Acts of 1902 1905 and 1909 respectively;

The expression “the Acts of 1902 to 1912” means the above-mentioned Acts and this Act;

“The railway” means the deviation railway by this Act authorised;

The expression “the railway of 1902” means so much of Railway No. 1 and the works connected therewith described in and authorised by the Act of 1902 as was not abandoned under the Act of 1905 or the Act of 1909 and as is not abandoned under the provisions of this Act;

The expression “the deviation railway of 1909” means the railway and the works connected therewith described in and authorised by the Act of 1909;

The expression “the authorised railways” means the railway the railway of 1902 and the deviation railway of 1909 and “the authorised railway” means one of those railways;

The expression “the deposited plans of 1902” means the plans and sections deposited in respect of and referred to in the Act of 1902;

The expression “the deposited plans of 1909” means the plans and sections deposited in respect of and referred to in the Act of 1909;

The expression “the book of reference” means the book of reference deposited in respect of and referred to in this Act

The expression "the deposited plans of 1912" means the plans and sections deposited in respect of and referred to in this Act; A.D. 1912.

The expression "the Station Road" means the road to be made as mentioned in the section of this Act the marginal note of which is "Station on Goldbeaters' Estate."

PART II.

WORKS AND LANDS.

5. Subject to the provisions of this Act the Company may make and maintain in the line and according to the levels shown on the deposited plans of 1912 the railway and works hereinafter described and also the alteration of levels of and the substitution of tunnel for cutting and of viaducts for solid embankment hereinafter described on portions of the authorised railways with all necessary and proper stations signals sidings approaches roads wires cables transformer stations and plant and electrical and other machinery and apparatus and works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the said plans and described in the book of reference relating thereto as may be required for those purposes The purchase by the Company of any lands prior to the passing of this Act and the expenditure of capital thereon is hereby confirmed and any lands so purchased shall be deemed to be purchased for the purposes of the authorised railways and for the purposes of section 3 of the Housing of the Working Classes Act 1903 be deemed to have been acquired by the Company under the powers of this Act. Power to make deviation railway and works.

6. The railway and works and the alteration and substitution hereinbefore referred to and authorised by this Act will be situate in the county of Middlesex and are as follows:— Description of railway and works.

- (1) A deviation railway 6 furlongs 3·45 chains or thereabouts in length wholly in the parish and urban district of Hendon commencing by a junction with the railway of 1902 at a point on the centre line of that railway marked and measured on the deposited plans of 1902 two miles from the commencement thereof and terminating by a junction with the deviation railway of 1909 at the point of commencement thereof as shown on the deposited plans of 1909:

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- (2) An alteration of levels of a portion of the railway of 1902 in the parish of Edgware and rural district of Hendon and in the parish and urban district of Hendon commencing in the said parish of Edgware at a point on the centre line of that railway marked and measured on the deposited plans of 1902 1 furlong from the commencement thereof and terminating at a point in the said parish of Hendon marked on the said centre line 2 miles from the commencement of the said railway and the carrying of Collindale Avenue over the said railway by means of a bridge:
- (3) The substitution of a tunnel in the said parish and urban district of Hendon for the portion of cutting shown on the deposited plans of 1909 commencing at a point on the centre line of the deviation railway of 1909 measured on the deposited plans of 1909 9·75 chains or thereabouts from the commencement thereof and terminating at a point 1 furlong 5·3 chains or thereabouts measured along the said centre line from the commencement thereof the length of tunnel so to be substituted being 122 yards or thereabouts:
- (4) The substitution on the deviation railway of 1909 of viaducts in the said parish and urban district of Hendon for the solid embankments shown on the deposited plans of 1909 for the distances and between the points following (that is to say):—

(A) For a distance of 99 yards or thereabouts commencing at a point measured along the centre line of the deviation railway of 1909 shown on the deposited plans of 1909 6 furlongs 2 chains or thereabouts from the commencement thereof and terminating at a point measured along the said centre line 6 furlongs 6·5 chains or thereabouts from the commencement thereof;

(B) For a distance of 36 yards or thereabouts commencing at a point measured along the said centre line 6 furlongs 9 chains or thereabouts from the commencement thereof and terminating at a point measured along the said centre line 7 furlongs

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0·6 chain or thereabouts from the commencement thereof; A.D. 1912.

(c) For a distance of 330 yards or thereabouts commencing at a point measured along the said centre line 1 mile 0 furlong 0·5 chain or thereabouts from the commencement thereof and terminating at a point measured along the said centre line 1 mile 1 furlong 5·5 chains or thereabouts from the commencement thereof;

(d) For a distance of 484 yards or thereabouts commencing at the junction of the road known as The Riding with the road known as Woodstock Road and terminating at the western side of the road known as Finchley Road at a point measured along the centre line of the deviation railway of 1909 1 mile 6 furlongs 6·75 chains or thereabouts from the commencement thereof.

7. The railway and works by this Act authorised including the alteration of levels and substitution of tunnels for cutting and of viaducts for solid embankment by this Act authorised shall for all purposes (including tolls rates and charges) form part of the undertaking of the Company. Railway to form part of undertaking.

8. The provisions of sections 18 to 23 of the Railways Clauses Consolidation Act 1845 shall for the purposes of this Act extend and apply to the water and gas mains pipes and apparatus of any local authority and shall be construed as if "local authority" were mentioned in those sections in addition to "company or society" Provided that any penalties recovered under section 23 shall be appropriated to that fund of the local authority to which their revenues in respect of water or gas (as the case may be) are appropriated. Protection of gas and water mains.

9. In the execution of the authorised railways where in tunnel and also between the River Brent and Queen's Road Hendon and between the River Brent and a point five chains east thereof but subject to the provisions of this Act the Company may deviate vertically from the levels shown on the deposited sections relating to such works respectively to such an extent as may be found necessary or convenient and the Company may notwithstanding the provisions of section 14 of the Railways Clauses Consolidation Act 1845 increase the inclinations or Power to deviate vertically.

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A.D 1912. gradients on the authorised railways to any extent as may be found necessary or convenient and in the execution of the other portions of the authorised railways the provisions of the Railways Clauses Consolidation Act 1845 as to vertical deviation shall apply.

Power to acquire easements for constructing tunnels.

10. And whereas the railway is shown on the deposited plans of 1912 as intended to be constructed in tunnel through or under the properties referred to in the First Schedule to this Act at a depth of forty feet and upwards between the crown of the tunnel and the surface of the ground Therefore the Company may purchase and acquire an easement or right of constructing and using the railway through or under those properties without being obliged to purchase the land over such railway or any houses buildings manufactories or premises thereon respectively unless the jury or the arbitrators or their umpire to whom the question of disputed compensation shall be submitted shall determine that such right or easement cannot be acquired or used by the Company without material detriment to such properties :

Provided that nothing in this section contained shall apply to any of the said properties the surface of which is at a less height than forty feet above the crown of the said tunnel as the same shall be constructed :

Provided also that nothing in this section contained nor any dealings with any of the said properties in pursuance thereof shall relieve the Company from liability to make compensation under section 68 of the Lands Clauses Consolidation Act 1845 in respect of any properties through or under which the Company may purchase or acquire an easement or right of constructing and using such tunnel.

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

11. And whereas in the construction of the railway and works hereby authorised or otherwise in exercise of the powers of this Act it may happen that portions only of the houses or other buildings or manufactories shown on the deposited plans of 1912 may be sufficient for the purposes of the same and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owners of and other persons interested in the houses or other buildings or manufactories described in the Second 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 any greater portion or the whole thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof and other parties interested therein by severance or otherwise.

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12. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement or right or privilege of water in which persons other than the grantors have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Power to take easements &c. by agreement.

13. Subject to the provisions of this Act the Company may make and execute in the lines and according to the levels shown upon the deposited plans of 1912 the alterations and diversions of roads and other works hereinafter mentioned and may stop up and discontinue the portions of the roads to be stopped up and diverted and exercise the other powers hereinafter mentioned and may enter upon take and use such of the lands delineated on the deposited plans of 1912 and described in the book of reference relating thereto as may be required for those purposes (that is to say):—

Alterations diversions and stopping up of roads.

In the parish and urban district of Hendon in the county of Middlesex—

(1) To alter by lowering the levels of so much of the road known as Highfield Avenue as lies between points 5·8 chains or thereabouts and 12·7 chains or thereabouts measured in a south-westerly direction along the centre of that road from its junction with the road known as 'The Drive;

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(2) To stop up and discontinue so much of the road known as Montpelier Rise as lies between points 5·5 chains or thereabouts and 6·4 chains or thereabouts measured in a south-westerly direction along the centre of that road from its junction with the said The Drive and in lieu thereof to make a new road from a point in the said Montpelier Rise 4·5 chains or thereabouts measured along the centre of that road from the junction of that road with the road known as Hamilton Road to the road known as Elmcroft Crescent at a point therein 8·7 chains or thereabouts measured along the centre of that road from its junction with the said Hamilton Road;

(3) To stop up and discontinue the road known as The Riding and Woodstock Road at their point of junction and in lieu thereof to make a new road commencing at a point in the said The Riding 1·7 chains or thereabouts measured in a south-westerly direction along the centre of such road from its junction with the said Woodstock Road and terminating at a point in the last-mentioned road 1·2 chains or thereabouts measured in a south-easterly direction along the centre of such road from its junction with the said The Riding.

Power to
Company to
acquire addi-
tional lands.

14. Subject to the provisions of this Act and in addition to the other lands which the Company are by this Act authorised to acquire the Company may enter upon take use and appropriate for the purposes of the Station Road—

So much but so much only of the lands numbered 55 56 57 58 60 and 61 in the parish and urban district of Hendon delineated on the deposited plans of 1912 as is required to enable the Company to form the Station Road which road is coloured pink on the plan signed by Harley Hugh Dalrymple-Hay on behalf of the Company by Henry Adair Rawlins on behalf of the trustees of the will of Sir John Blundell Maple Baronet deceased and by Henry Lawrence Cripps on his own behalf and is to be of a width of 50 feet (namely) 30 feet for roadway and 20 feet for two footpaths of 10 feet on either side with such rights or easements for the Company over or upon the land coloured yellow on the said plan as may be agreed between the Company and the respective owners of such lands.

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15. The quantity of land to be taken by the Company by agreement under this Act for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 shall not exceed ten acres but nothing in that Act or this Act or any other Act shall exempt the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them upon any land so taken.

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Lands for extraordinary purposes.

16. The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Period for compulsory purchase of lands.

17. If the railway is not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the railway or otherwise in relation thereto shall cease except as to so much thereof as is then completed.

Period for completion of works.

18. Where this Act authorises the diversion of a road (other than a private road) and the stopping up of an existing road or any portion thereof (other than a private road) such stopping up shall not take place until the new road is completed to the satisfaction of the road authority and is open for public use or in case of difference between the Company and the road authority until two justices shall have certified that the new road has been completed to their satisfaction and is open for public use.

Stopping up roads in case of diversion.

Before applying to the justices for their certificate the Company shall give to the road authority seven days' notice in writing of their intention to apply for the same.

As from the completion of the new road to the satisfaction of the road authority or as from the date of the said certificate as the case may be all rights of way over or along the existing road or portion shall be extinguished and the Company may subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway appropriate and use for the purposes of their undertaking the site of the portion of road stopped up as far as the same is bounded on both sides by lands of the Company :

Provided that the Company shall make full compensation to all parties interested in respect of any private rights of way extinguished by virtue of this section and such compensation shall be settled in manner provided by the Lands Clauses

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A.D. 1912. Acts with reference to the taking of lands otherwise than by agreement.

As to private rights of way over lands taken compulsorily.

19. All private rights of way over any lands which shall under the powers of the Acts of 1902 to 1912 be acquired compulsorily shall as from the date of such acquisition be extinguished. Provided that the Company shall make full compensation to all parties interested in respect of any such rights and such compensation shall be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

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

20. The Company may enter into and carry into effect vary and rescind agreements with the parties having the charge management or control of the roads streets footpaths or highways or any of them portions whereof shall under the provisions of this Act be stopped up with reference to the construction or contribution towards the cost of any new road street footpath or highway to be substituted therefor and with reference to any other matters relating thereto and if so agreed the Company may delegate to such parties as aforesaid the power of constructing all or any of such new roads streets footpaths or highways in which they may be interested except the stone iron or other structure of any bridge over or under any railway.

Company not liable to repair surface of road level of which is not permanently altered.

21. Notwithstanding anything contained in section 46 of the Railways Clauses Consolidation Act 1845 the Company shall not be liable to maintain the surface of any road or public highway which shall be carried over any of the authorised railways of the Company by a bridge or bridges or the immediate approaches thereto except so far as the level of such road or highway or approaches is permanently and prejudicially altered.

Power to Company to enter upon property for survey and valuation.

22. The Company and their surveyors officers and workmen and any persons duly authorised in writing under the hand of the secretary of the Company may from time to time at all reasonable times in the day upon giving in writing for the first time twenty-four hours and afterwards from time to time twelve hours' previous notice enter upon and into the lands houses and buildings by the Acts of 1902 to 1912 authorised to be taken and used as aforesaid or any of them for the purpose of inspecting surveying and valuing the said lands houses and buildings with-

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out being deemed trespassers and without being subject or liable to any fine penalty or punishment on account of entering or continuing upon any part of the said lands houses and buildings.

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23. The tribunal to whom any question of disputed purchase money or compensation under the Acts of 1902 to 1912 is referred shall if so required by the Company award and declare whether a statement in writing of the amount of compensation claimed has been delivered to the Company by the claimant giving sufficient particulars and in sufficient time to enable the Company to make a proper offer and if the tribunal shall be of opinion that no such statement giving sufficient particulars and in sufficient time shall have been delivered and that the Company has been prejudiced thereby the tribunal shall have power to decide whether the claimant's costs or any part thereof shall be borne by the claimant Provided that it shall be lawful for any judge of the High Court to permit any claimant after seven days' notice to the Company to amend the statement in writing of the claim delivered by him to the Company in case of discovery of any error or mistake therein or for any other reasonable cause such error mistake or cause to be established to the satisfaction of the judge after hearing the Company if they object to the amendment and such amendment shall be subject to such terms enabling the Company to investigate the amended claim and to make an offer de novo and as to postponing the hearing of the claim and as to costs of the inquiry and otherwise as to such judge may seem just and proper under all the circumstances of the case Provided also that this section shall be applicable only in cases where the notice to treat under the Lands Clauses Consolidation Act 1845 either contained or was endorsed with a notice of the effect of this section.

Costs of arbitration in certain cases.

24. In settling any question of disputed purchase money or compensation payable under the Acts of 1902 to 1912 by the Company the court or person settling the same shall not award any sum of money for or in respect of any improvement alteration or building made or for, or in respect of any interest in the lands created after the thirty-first day of October one thousand nine hundred and eleven if in the opinion of such court or person the improvement alteration or building or the creation of the interest in respect of which the claim is made was not reasonably necessary and was made or created with a

Compensation in case of recently altered buildings acquired by Company.

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A.D. 1912. view to obtaining or increasing compensation under the Acts of 1902 to 1912.

Power to deal with surplus lands.

25. The Company may retain hold and use for such purposes as they may think fit any lands and buildings acquired by them under the authority of the Acts of 1902 to 1912 or any part thereof and which lands may not be required for the purposes of the undertaking of the Company and any such land shall not be deemed to be land not required for the purposes of such undertaking within the meaning of the provisions of the Lands Clauses Consolidation Act 1845 with respect to the sale of superfluous lands.

For protection of Commissioners of Works.

26. Nothing contained in this Act shall authorise the Company to enter upon take use or in any manner interfere with any land or hereditaments vested for any estate or interest in or in the occupation of or any right of whatsoever nature belonging to or enjoyed or exerciseable by the Commissioners of Works under or by virtue of the provisions of any Act of Parliament or otherwise without the consent in writing of the said Commissioners first had and obtained for that purpose which consent for all the purposes of this section the Commissioners are hereby authorised to give under and subject to such conditions as they may think fit to prescribe.

For protection of Middlesex County Council.

27. For the protection of the county council of the administrative county of Middlesex (in this section called "the county council") the following provisions shall notwithstanding anything contained in the Act of 1902 or this Act or shown on the deposited plans of 1912 apply and have effect unless otherwise agreed upon in writing between the county council and the Company (that is to say):—

(1)—(A) The bridge for carrying the authorised railway over the main road known as the Regent's Park and Finchley Main Road numbered 91 in the parish of Hendon on the deposited plans of 1909 shall be constructed as a girder bridge and shall have a clear headway throughout of not less than 17 feet 2 inches from the upper surface of the rails of the light railway of the county council as existing on the first day of March one thousand nine hundred and twelve on the said main road to the underside of the bridge and a clear span throughout measured

on the square with the said road of not less than 70 feet; A.D. 1912.

(B) The bridge for carrying the deviation railway of 1909 over the main road known as Golder's Green Road numbered 84 in the parish of Hendon on the deposited plans of 1909 shall be constructed as a girder bridge and shall have a clear headway throughout of not less than 16 feet 6 inches from the finished surface of the road as shown on the deposited plans of 1909 to the underside of the bridge and a clear span throughout measured on the square with the said road of not less than 70 feet:

And no part of the abutments of the said bridges shall project beyond the boundaries of the said roads and the said abutments shall be faced with approved white glazed bricks:

- (2) The soffit or underside of each such bridge shall be constructed so as to render the same as far as reasonably practicable watertight and if necessary shall be so maintained with properly constructed and efficient gutters gullies and down spouts and connections with the surface water drains to the reasonable satisfaction of the county council Any such necessary down spouts or connections for carrying away water from any such bridge shall be constructed so as to immediately adjoin the face of each abutment of the bridge save that such gutters or connections may so far as the same shall be at a height of at least 15 feet above the surface of the footway nearest thereto under the bridge extend for a distance of not exceeding 6 feet from the abutment nearest to such gutters or connections Provided that the county council shall afford the Company all reasonable facilities for connecting the said gullies and down spouts with the county council's surface water drains:
- (3) The Company shall not without the previous consent in writing of the county council alter or interfere with the existing level of either of the said roads:
- (4) The Company shall carry the authorised railway so far as the same is affected by the alteration of levels of that railway by this Act authorised over

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the Silk Stream and any tributaries thereof by means of bridges of such dimensions that the respective waterways of the said stream and tributaries shall not be diminished or in any way lessened and of such headways as may be reasonably approved by the county council:

- (5) The Company shall not commence the construction of the said bridges or the execution of any other works in near to or affecting any main road stream or tributary or any light railway or other property of the county council unless and until they shall have first delivered to the county council plans sections and specifications thereof and the same shall have been examined and reasonably approved in writing by the county council or by an arbitrator appointed as hereinafter provided Provided always that if the county council shall fail to approve or to disapprove of any such plans sections and specifications within twenty-one days after the same shall have been delivered to them then they shall be deemed to have approved the same and thereupon the works to which the same relate may be carried out by the Company in accordance with such plans sections and specifications:
- (6) The Company shall construct and execute all the said works in accordance with plans sections and specifications to be approved as aforesaid and at their sole expense and under the supervision and to the reasonable satisfaction of the county council whose reasonable charges incident to the approval of such plans sections and specifications and to such supervision shall be paid by the Company and the Company shall thereafter at the like expense maintain the said works and all works matters and things connected therewith in perpetuity in good and substantial condition and repair to the reasonable satisfaction of the county council:
- (7) The Company shall not in the construction execution or maintenance of such works as aforesaid or in the exercise of any powers conferred upon them cause any interruption of the flow of water in the said

streams or tributaries or of the passage or conduct of the traffic over or along the said roads further than to the extent of stopping at any one time the traffic on one half of the width of each of the said roads and shall so far as may be reasonably practicable ensure the free and uninterrupted user of the light railway of the county council along the said Regent's Park and Finchley Main Road and the overhead equipment wires or other apparatus connected therewith and shall interfere as little as may be with such roads and the bed and banks of such stream and tributaries and shall at their own expense in a proper and workmanlike manner and to the reasonable satisfaction of the county council make good all damage injury or disturbance whatsoever which shall happen or arise by reason or in consequence of the construction execution or maintenance of any works of the Company or the exercise of any powers conferred upon them or for or by reason of the non-repair or neglect on the part of the Company to repair the same or otherwise howsoever by reason of or incidental to the execution of any works or the exercise of any powers by the Company :

- (8) The Company shall not without the previous consent in writing of the county council which shall not be unreasonably withheld interfere with the overhead equipment wires or other apparatus of any light railway of the county council and all costs charges and expenses of or incidental to the removal reinstatement or interference with such overhead equipment wires or other apparatus including the cost of supervision by the county council shall be borne and paid by the Company or repaid by the Company to the county council as the case may require :
- (9) The Company shall be responsible for and make good to the county council all losses damages and expenses which may be sustained by the county council in relation to the said light railway or the overhead equipment wires or other apparatus or to the traffic on the said light railway by reason or in consequence of the execution or failure of any of the works of the Company or by reason of any act default or

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omission of the Company or of any person in their employ or of any of their contractors and the Company shall effectually indemnify and hold harmless the county council from all claims and demands upon or against them by reason of such execution or failure or of any such act default or omission:

- (10) If the Company shall neglect or refuse to make good any such damage injury or disturbance as aforesaid then the county council may execute and do all works matters and things necessary for making good the same or for securing the safety and stability of the said roads light railways overhead equipment wires and apparatus and the Company shall within fourteen days after the receipt of a demand under the hand of the clerk of the county council pay to the county council all the reasonable costs charges and expenses incurred by the county council in executing and doing any such works matters and things as aforesaid:
- (11) The county council may attach to any bridge of the Company all such brackets wires attachments and apparatus as may be required for the working of any light railways of the county council now or hereafter authorised by mechanical power and the Company shall afford all reasonable facilities for enabling the county council so to do but before so doing the county council shall give to the Company twenty-one days' notice of such intention with proper plans showing the mode in which such brackets wires attachments and apparatus are intended to be fixed to the bridge which shall be determined by the engineer of the Company Provided that the county council shall at the Company's expense alter the position of or temporarily remove and refix any such brackets wires attachments and apparatus whenever they may be reasonably required by the Company so to do but so that the traffic on the said light railway shall not thereby be interrupted:
- (12) The Company shall during the execution and until the completion of any of their works make and carry into effect such arrangements for lighting

and watching the same and the portions of the said roads interfered with or affected thereby as may be reasonably necessary to prevent danger or accident to persons and vehicles using the said roads: A.D. 1912.

(13) If during the construction of any railway or the exercise of any of the powers conferred on the Company any main or subsidised roads have been injured or any extra expense has been incurred by or occasioned to the county council in the maintenance and repair of such roads by reason of extraordinary traffic owing to or arising out of the construction of any railway or work or the exercise of any of the said powers the Company shall on demand pay to the county council such reasonable costs charges and expenses as may be incurred by the county council and the amount thereof in case of difference shall be determined by arbitration:

(14) If any difference shall arise between the Company and the county council or their respective engineers under this section the same shall be determined by an arbitrator to be appointed on the application of either party by the President of the Institution of Civil Engineers and the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

28. The following provisions for the protection of the urban district council of Hendon (in this section called "the council") shall notwithstanding anything in this Act contained unless otherwise agreed in writing between the Company and the council have effect (that is to say):— For protection of urban district council of Hendon.

(1) The bridge for carrying the public road known as Deansbrook Lane numbered 12 on the deposited plans of 1902 over the authorised railway shall be of a clear width of 50 feet measured on the square

(2) The Company shall construct two bridges with superstructure abutments and winged walls and of at least 50 feet clear width between the parapets approximately at points respectively 7 furlongs 6·5 chains and 1 mile 2 furlongs or thereabouts from the commencement of Railway No. 1 shown on the deposited plans of 1902;

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- (3) The public footpath leading from Church End to Edgware and shown on the deposited plans of 1902 shall where diverted be carried over the authorised railway by means of a footbridge at a point 1 mile 4 furlongs 4·5 chains or thereabouts from the commencement of Railway No. 1 shown on such deposited plans such bridge to be of a clear width of not less than 6 feet and of such design as shall be reasonably approved by the council and such footpath so far as diverted shall run alongside the authorised railway and the same for the length of such diversion shall be formed gravelled and made up 6 feet in width by the Company :
- (4) The council's mains sewers and surface-water drains on the Goldbeaters' and Collindale estates shall not unless otherwise agreed be altered or interfered with and nothing in this Act shall impose any obligation upon the council for the repair or maintenance of any of the roads on the said estates :
- (5) The public footpath leading from The Hyde to Church End shown on the deposited plans of 1912 at a distance of 2 furlongs 1 chain or thereabouts from the commencement of the railway shall be carried over the authorised railway by means of a footbridge such bridge to be of a clear width of not less than 6 feet and of such design as shall be reasonably approved by the council with swing gates at both ends :
- (6) The levels of the council's Silk Valley main outfall sewer near the line of the Midland Railway Company crossed by the railway in the field numbered 9 on the deposited plans of 1912 the Brent Valley main outfall sewer near Shirehall Lane and the Temple Fortune main outfall sewer crossed by the authorised railway shall not be altered or interfered with except as hereinafter provided and where the authorised railway crosses these main outfall sewers the Company shall construct at the same level as the existing sewers to the extent of the Company's land in the case of the Silk Valley main outfall sewer a cast-iron pipe of not less than 2 feet 3 inches internal diameter

and in the case of the Brent Valley and Temple Fortune main outfall sewers egg-shaped brick and concrete sewers not less than 4 feet 6 inches high by 3 feet in width clear internal dimensions with all necessary manholes and inspection chambers of brickwork surrounded with concrete in accordance with the council's reasonable requirements. The existing main outfall sewers shall not be interfered with until the new outfall sewers shall have been completed to the council's reasonable satisfaction and when they have been so completed the sewage shall be diverted from the old to the new outfall sewers and the Company shall make all proper connections therewith. All the work to be carried out under this subsection shall be completed to the reasonable satisfaction of the engineer of the council:

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- (7) If the authorised railway passes under or near to the ornamental water known as the Burroughs Pond and numbered 20 on the deposited plans of 1912 the Company shall not in constructing their works diminish or interfere with the water stored in that pond:
- (8) The bridge by which Queen's Road numbered 19 on the deposited plans of 1909 shall be carried over the authorised railway shall have a clear width between the parapets and fences of not less than 50 feet measured on the square:
- (9) The Company shall if they construct the authorised railway through the public park numbered 31 on the deposited plans of 1909 construct a footbridge across the authorised railway for the purpose of carrying across the authorised railway the footpath leading from Gooseberry Gardens to Shirehall Lane such footbridge to be of a clear width of not less than 6 feet and of such design as shall be reasonably approved by the council. The Company shall not remove disturb or interfere with the public shelter and public bandstand erected in the said public park without the approval and consent of the council. If the construction of the authorised railway shall sever any part of the said public park so as to

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render the part so severed unsuitable for use as a public park the Company shall purchase or exchange and the council shall sell or exchange such part for such consideration or for such other land respectively as may be agreed upon or settled by arbitration under this section. Provided that such consideration may be a mixed consideration of land and money :

- (10) The bridge to be constructed for carrying the authorised railway over the public road known as Shirehall Lane numbered 43 on the deposited plans of 1909 shall be of a span of at least 50 feet measured on the square with a clear headway of 16 feet throughout :
- (11) For the purpose of carrying the authorised railway over the River Brent numbered 44 on the deposited plans of 1909 the Company shall construct and maintain a good and sufficient viaduct and where such viaduct passes over the river shall provide an adequate archway so that the waterway of the river shall not be diminished or in any way lessened :
- (12) The bridge to be constructed for carrying the authorised railway over the public road known as Golder's Green Road numbered 84 on the deposited plans of 1909 shall be of a span of at least 70 feet measured on the square with a clear headway of 16 feet 6 inches throughout from the finished surface of the road as shown on the deposited plans of 1909 :
- (13) The bridge to be constructed for carrying the authorised railway over the public road known as Hoop Lane numbered 87 on the deposited plans of 1909 shall be of a span of 40 feet measured on the square with a clear headway of 16 feet throughout from the finished surface of the road as shown on the deposited plans of 1909 :
- (14) The bridge to be constructed for carrying the authorised railway over the public road known as Finchley Road numbered 91 on the deposited plans of 1909 shall be of a span of at least 70 feet measured on the square with a clear headway of 17 feet 2 inches throughout from the upper surface of the rails of

the light railway of the Middlesex County Council as existing on the first day of March one thousand nine hundred and twelve on the said road: A.D. 1912.

- (15) If by reason of any of the powers of the Acts of 1902 to 1912 the cost of the construction of any sewers to be hereafter constructed by the council shall be increased the Company shall bear any extra cost involved by special sewer construction rendered necessary by the existence of the authorised railway and shall afford every facility for the execution of such sewerage works at all times by the servants of the council:
- (16) Nothing in the Acts of 1902 to 1912 shall authorise the Company to construct a station or stations for generating electrical power or building any works or apparatus in connection therewith (other than a transformer sub-station) on any lands within the district of the council within fifty yards of the centre of the metalled portion of any road or within fifteen yards of any public footpath and the building line shall be distant at least fifty yards from the centre of the metalled portion of such road and at least fifteen yards from the centre of the public footpath:
- (17) All tunnels bridges (other than footbridges) arches and other works within the district of the council shall be constructed and maintained by the Company in such manner as at all times to support not only the ordinary traffic but also exceptional traffic lawfully using the roads and the Company shall indemnify and make good to the council all costs and expenses which the council may incur or be put to by reason of any defect or insufficiency of strength in such tunnels arches or works or any neglect properly and efficiently to maintain the same as aforesaid:
- (18) The Company shall construct all the bridges for carrying public roads in the district of the council over the authorised railway with substantial parapets not less than six feet in height above the level of the road over such bridges and shall for ever thereafter at their own expense maintain and keep in good repair such parapets The approaches to all bridges whether

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under or over the authorised railway for their whole length shall be of the same width as that prescribed for the bridges and the gradients of the approaches shall be not steeper than 1 in 30 on both sides of the authorised railway at Highfield Avenue and 1 in 30 on the east side of the authorised railway at Woodstock Avenue and 1 in 25 on the west side of the authorised railway at Woodstock Avenue and 1 in 30 on both sides of the authorised railway at Deansbrook Lane and at Queen's Road The Company shall at their own expense construct kerb pave drain level metal flag channel fence and fully make up the roads including approaches which are carried over or under the authorised railway and the Company shall at their own expense maintain and keep in good repair all such bridges and approaches together with the roads footpaths embankments fences and all necessary works connected therewith and also all footbridges and all necessary works connected therewith No portion of the bridges to be constructed by virtue of the powers contained in the Acts of 1902 to 1912 nor the parapets or screens of the bridges or the fences of the approaches thereto or any other erections or works of the Company in the district of the council shall be used for the posting of bills or for any other advertising purposes whatsoever:

- (19) Where any of the works to be done under and by virtue of the Acts of 1902 to 1912 shall or may pass over under or by the side of or so as to interfere with any sewer drain water pipe watercourse gas pipe hydrant defence or other work under the jurisdiction or control of the council or shall or may in any way prejudicially affect the sewerage or drainage of the district of the council or the outfalls of their drainage the Company shall not commence such work until they shall have given to the council twenty-eight days' previous notice in writing of their intention to commence the same by leaving such notice at the office of the council for the time being with a plan and section showing the course and inclination thereof and other necessary particulars relating thereto and if within twenty-

eight days after service or delivery of the plan and section and particulars as aforesaid the council signify their disapproval thereof then the Company shall not commence nor execute such works unless and until a plan and section thereof shall have been approved by an engineer to be appointed by the President of the Institution of Civil Engineers on the application of the Company :

- (20) Where the authorised railway crosses under or over any sewer or drain vested in the council (except the three main outfall sewers referred to in subsection (6) of this section) the Company shall construct (but only to the extent of the Company's land where there is no bridge and where there is a bridge to the extent of the approaches thereto) a new sewer and drain of cast-iron pipes of similar capacity to the sewer and drain so crossed and such new sewer and drain shall be surrounded with good cement concrete six inches in thickness and the Company shall also construct all requisite manholes and inspection chambers of brickwork surrounded with concrete in accordance with the council's details and reasonable requirements. The existing sewers and drains shall not be interfered with until the new sewers and drains shall have been completed to the council's reasonable satisfaction and when they have been so completed the sewerage and surface water shall be so diverted from the old to the new sewers and drains respectively and the Company shall make all proper connections therewith. All the work to be carried out by the Company under this subsection shall be completed to the reasonable satisfaction of the council or their engineer. Where the authorised railway crosses Deansbrook Lane, where there is no surface-water drain the Company shall construct such surface-water drain and all necessary gullies and drains connected therewith for the purpose of draining the bridge and approaches to the existing drain watercourses or outfalls but not into the soil sewer :
- (21) Where the authorised railway is constructed on embankments between the points marked on the deposited plans of 1909 five furlongs from the

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- commencement of the deviation railway of 1909 and the western side of Shirehall Lane such embankments shall be planted by the Company with shrubs and ornamental trees under the direction and to the reasonable satisfaction of the council and shall be maintained by the Company and where such railway is constructed in viaduct such viaduct shall be constructed in a reasonably ornamental manner so as not to offend the amenities of the neighbourhood :
- (22) Except as mentioned in the Acts of 1902 to 1912 nothing shall authorise the Company to enter upon take or use the surface of any public street or road in the urban district or to deposit any subsoil or materials anywhere within the urban district so as to cause any nuisance or obstruction to any persons using such public street or road :
- (23) All bridges carrying the authorised railway over public roads in the urban district shall be so constructed as to prevent so far as practicable water percolating through such bridges on to the public roads and the abutments and foundations of such bridges shall be carried to such a depth below the surface as to enable the council safely to construct reconstruct or repair any sewer or drain without endangering the stability of such bridges and such abutments of bridges shall above the level of the road be faced with approved white glazed bricks :
- (24) The Company shall not in any way impede the public traffic along more than one half the width of any road in the district of the council and where the surface of any such road has been interfered with or disturbed by the Company in constructing the works by the Acts of 1902 to 1912 authorised the Company shall well and sufficiently and to the reasonable satisfaction of the council restore the surface so interfered with, or disturbed and shall keep the same in repair for six months :
- (25) If any of the roads repairable by the inhabitants at large have been injured or any extra expense has been incurred by the council for the repair of such roads by reason of the extraordinary traffic in the

making or construction of the authorised railway then the Company shall pay on demand to the council such reasonable costs charges and expenses as may be incurred by the council the amount thereof in case of difference to be determined by arbitration : A.D. 1912.

- (26) The Company shall if so required by the council within twelve months after the completion of any of the authorised railways sell to the council and the council may purchase so much of the surface of any land acquired by the Company beneath any bridge between the abutments thereof as may be required to enable the council to increase the present width of the portions of the respective roads under such bridges to the width between the abutments of the respective bridges and the council shall pay to the Company for any such land at its value as vacant land in possession such price as shall be agreed or settled by arbitration :

The council shall throw the surface of any land so purchased into such road and shall pave and make up and thereafter maintain repair cleanse and light the same :

- (27) Notwithstanding anything contained in the section of this Act the marginal note whereof is "Power to deal with surplus lands" any lands or buildings situate in the district of the council retained or held by the Company under the provisions of that section and used for purposes other than railway purposes shall so long as the same are so used be deemed to be subject to the operation of any statutory provisions byelaws or regulations for the time being in force within the said district as if such lands and buildings had ceased to form part of the undertaking of the Company :

- (28) In case of any difference or dispute arising between the council and the Company touching or concerning the construction or carrying into effect of any of the works matters or things required to be done or performed by the Company under this Act the same shall be referred to and settled by an engineer or other fit person to be agreed upon or failing agreement to

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be nominated by the President of the Institution of Civil Engineers on the application of either party after notice to the other.

For protec-
tion of Mid-
land Railway
Company.

29. In executing the deviation railway by this Act authorised where the same will cross under or otherwise affect any railway siding or other part of the works or property (which railway siding works and property are hereinafter in this section called "the railway") of the Midland Railway Company (hereinafter in this section called "the Midland Company") the Company shall (except so far as it may be otherwise agreed between the Midland Company and the Company in writing under their respective common seals) be subject to the following conditions:—

- (1) All works to be done by the Company in the exercise of the powers conferred by this Act in any way affecting the railway shall be executed by and in all things at the expense of the Company and under the superintendence (if the same be given) and to the reasonable satisfaction of the principal engineer for the time being of the Midland Company and according to plans specifications and drawings to be previously submitted to and reasonably approved by him:
- (2) If within one month after the receipt of any such plans and drawings the Midland Company give to the Company notice that they desire themselves to construct so much of the works or any part thereof as will affect the railway the Midland Company may themselves execute such works and the reasonable expenses thereof shall be repaid to the Midland Company by the Company:
- (3) Notwithstanding anything contained in section 9 of this Act the Company shall not deviate in an upward direction from the levels of the deviation railway shown upon the deposited plans where it crosses under the railway of the Midland Company and the Company in constructing the tunnels and adjacent works where they pass under the railway of the Midland Company shall take all proper precautions to guard against any injury thereto and the Company shall bear the expense of any works which may be reasonably considered necessary by

the engineer of the Midland Company for the protection and safety of their railway and for carrying on the traffic at the usual rate of speed: A.D. 1912.

(4) The tunnels and other works of the Company which affect the property or works of the Midland Company shall be at all times maintained in good repair and condition at the expense of the Company and to the reasonable satisfaction of the said engineer of the Midland Company and at the levels agreed upon and if and whenever the Company fail to do so the Midland Company may make and do in and upon as well the lands of the Company as their own lands all such works repairs and things as may be reasonably necessary in that behalf and the reasonable expense thereof shall be repaid to the Midland Company by the Company:

(5) 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 any railway siding or other work belonging or leased to or worked by 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 reasonable expense thereof against the Company and if any interruption shall be occasioned to the traffic of the Midland Company by reason of any of the matters or causes aforesaid the Company shall indemnify the Midland Company against all costs and expenses to which the Midland Company may be put to be recoverable by the Midland Company from the Company:

(6) The Company shall bear and on demand pay to the Midland Company the reasonable expense of the employment by the Midland Company during the execution repair or maintenance of any work affecting the railway of the Midland Company of a sufficient number of inspectors watchmen and signalmen to be appointed by the Midland Company for watching

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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 :

(7) The Company shall not (except with the consent of the Midland Company under their common seal) purchase or acquire any lands or property of the Midland Company but the Company shall acquire only such an easement across over or under the railway as may be necessary for constructing or maintaining the works of the deviation railway by this Act authorised and shall pay to the Midland Company for any such easement to be acquired by them such sum as may be agreed upon or failing agreement as shall be settled by arbitration in manner provided by the Lands Clauses Consolidation Act 1845 :

(8) Any dispute or difference which may arise between the Midland Company and the Company with reference to the provisions of this section or in any way arising thereout or as to any works to be carried out in pursuance thereof shall be settled by arbitration by an engineer or other fit person to be appointed (in default of agreement) by the President for the time being of the Institution of Civil Engineers on the application of the Midland Company or the Company and the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

For protec-
tion of Great
Northern
Railway
Company.

30. The following provisions for the protection of the Great Northern Railway Company (hereinafter called "the Great Northern Company") shall unless otherwise agreed in writing by the Company and the Great Northern Company under their respective common seals apply and have effect in the exercise of the powers of the Act of 1902 and this Act :—

(1) The expression "property of the Great Northern Company" where used in this section includes any land railway siding building work or convenience belonging to the Great Northern Company and also (if and when purchased by the Great Northern Company) the lands coloured red on the plan marked "A" which has

been signed in duplicate by the Right Honourable the Earl of Donoughmore the Chairman of the Committee of the House of Lords to whom the Bill for this Act was referred (one copy of which has been deposited in the Private Bill Office of the House of Commons and one copy in the Parliament Office of the House of Lords) and the expression "the altered railway" means the railway of 1902 as authorised to be altered by this Act: A.D. 1912.

- (2) The Company shall not enter upon take use purchase or interfere with any property of the Great Northern Company except that the Company may purchase and take and the Great Northern Company may and shall sell and grant according to their estate and interest in and subject to all easements rights and covenants affecting the property of the Great Northern Company such an easement or right as shall be necessary for the purpose of constructing and maintaining the altered railway so far as the same is according to the Act of 1902 and this Act to be constructed on the property of the Great Northern Company:
- (3) The consideration to be paid for any easement or right to be acquired by the Company under the last preceding subsection shall in case of dispute be determined in manner provided by the Lands Clauses Acts with respect to the purchase and taking of lands otherwise than by agreement and for the purpose of any such determination the acquisition of such easement or right shall be deemed a taking of lands within the meaning of section 6 of the Railways Clauses Consolidation Act 1845:
- (4) The Company shall construct the bridge for carrying the Great Northern Railway over the altered railway of a width sufficient to carry three lines of railway and measuring not less than forty-four feet between the parapets thereof at right angles to the Great Northern Railway The Company shall if and when required by the Great Northern Company widen such bridge so as to be of a total width sufficient to carry four lines of railway and measuring fifty-nine feet

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six inches between the said parapets at right angles to the Great Northern Railway :

- (5) The Company shall carry the altered railway under the property of the Great Northern Company at such point and in such position and at such level within the limits of deviation shown on the deposited plan and section as shall be reasonably approved by the engineer of the Great Northern Company (hereinafter called "the engineer") or in case of difference between him and the engineer of the Company by an arbitrator to be appointed as hereinafter provided :
- (6) The Company shall not construct any works whether temporary or permanent on or affecting any property of the Great Northern Company except in accordance with the provisions of this section and under the superintendence and to the reasonable satisfaction of the engineer and of such dimensions quality and strength of material and design and method of construction and according to such plans sections and specifications as shall have been previously submitted to and approved by the engineer or in case of difference between him and the engineer of the Company as shall have been approved by an arbitrator to be appointed as hereinafter provided :
- (7) So much of the works of the Company as will affect the running lines or sidings of the Great Northern Railway shall be executed by the Great Northern Company at the expense of the Company :
- (8) When the Company shall have commenced to execute any works on or affecting any property of the Great Northern Company they shall unless otherwise desired by the engineer continuously and with all possible speed both by day and by night prosecute such works as aforesaid to completion :
- (9) The Company shall maintain the portions of the altered railway which affect the property of the Great Northern Company in substantial repair and good order and condition in accordance with the plans sections and specifications so approved as aforesaid to

the reasonable satisfaction in all respects of the engineer and if and whenever the Company fail so to do the Great Northern Company may do in and upon the lands of the Company as well as their own lands all such works and repairs as may be reasonably requisite in that behalf and the reasonable amount of their expenditure in so doing (as certified by the engineer) shall upon demand be repaid to them by the Company :

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- (10) The Company shall not in the execution maintenance or repair of any of their works remove or disturb any of the rails of any railway siding or other work belonging to the Great Northern Company or obstruct hinder or interfere with the free uninterrupted and safe user of such railway siding or work or any traffic thereon and shall at their own expense during the execution or repair of any of their works execute all such temporary works as may be reasonably necessary for the purpose of avoiding risk to the railway or works of the Great Northern Company or interruption to the traffic thereon :
- (11) The Company shall bear and on demand pay to the Great Northern Company the reasonable expense of the employment by the Great Northern Company during the execution or repair of any work of the Company affecting any property of the Great Northern Company of such inspectors watchmen and signalmen to be appointed by the Great Northern Company as may be necessary for watching and signalling such work with reference to and during the execution or repair of the same and for preventing 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 employment of the Company or of their contractors with reference thereto or otherwise and shall indemnify the Great Northern Company against all claims damages costs charges or expenses which the Great Northern Company may incur or be put to by reason of any loss of life or accident to any of such inspectors watchmen or signalmen whilst engaged in

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so watching or signalling such work of the Company as aforesaid and shall also bear and on demand pay the reasonable costs of the engineer in connection with such work :

- (12) If by reason of the construction or working of the altered railway it shall become necessary to add or alter any signal cabins signal posts signals or other similar works or any electric telegraphic or telephonic wires or apparatus on any railway belonging to the Great Northern Company the Great Northern Company may make such additions and alterations and the reasonable expense of such additions and alterations shall be repaid by the Company on demand and the cost of maintaining and working any additional signal cabins signal posts signals or other similar work and any additional wires or apparatus as aforesaid and a fair proportion of the cost of maintaining and working any altered signal cabins signal posts signals or other similar works and any altered wires or apparatus as aforesaid shall at the end of every half-year be repaid by the Company to the Great Northern Company :
- (13) The Company shall bear and on demand pay to the Great Northern Company the expenses of any works or precautions which are reasonably necessary for the support or continuous working of any railway siding or work belonging to the Great Northern Company by reason or in consequence of the execution user or failure of the Company's works :
- (14) If by reason or in consequence of the execution user or failure of any of the works of the Company or any act or omission of the Company or of their contractors or of any person in the employment of the Company or of their contractors any property of the Great Northern 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 Great Northern Company may make good the same and the reasonable expenses thereof as certified by the engineer shall be repaid to the Great Northern Company by the Company on demand and the

Company shall indemnify the Great Northern Com- A.D. 1912.
pany against all losses or damages which that company
may sustain by reason or in consequence of such
injury or damage or of any impediment to or inter-
ference with the traffic on the railway belonging to
the Great Northern Company and shall pay all costs
charges and expenses which that company may be
put to or incur by reason of the execution user or
failure of any of such works or any act or omis-
sion of the Company or their contractors or any
person in the employment of the Company or their
contractors :

(15) If in the opinion of the Great Northern Company or
(in case of difference between them and the Company)
in the opinion of an arbitrator to be appointed as
hereinafter provided it shall be necessary for the
Great Northern Company to purchase or pay com-
pensation for any minerals required to be left
unworked (A) for the protection and safety of any
works constructed under the powers of this Act then
the Company shall on demand pay to the Great
Northern Company the amount paid by the Great
Northern Company for and in respect of such minerals
together with all costs and expenses incurred by
them in relation to any such purchase or payment of
compensation or (B) for the protection and safety of
the property of the Great Northern Company as well
as of the said works to be constructed under the
powers of this Act then the Company shall on
demand pay to the Great Northern Company a fair
proportion of the amount paid by the Great Northern
Company for and in respect of such minerals and of
the costs and expenses incurred by them in relation
to any such purchase or payment of compensation
and the proportions as aforesaid payable by the
Company to the Great Northern Company shall in
case of difference be determined by arbitration as
hereinafter provided :

(16) If at any time hereafter the Great Northern Company
shall be desirous of extending widening or altering
any of their railways or works affected by the altered

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railway the Company shall give to the Great Northern Company all proper and reasonable facilities for that purpose :

- (17) The Company and the Great Northern Company may agree upon any variation of or alteration in the works in this section provided for or in the manner in which the same shall be executed :
- (18) If any difference shall arise between the Company and the Great Northern Company as to anything to be done or not under subsections (5) or (6) hereof or subsections (9) to (16) hereof both inclusive or as to the amount of any expenses incurred by the Great Northern Company under subsection (7) hereof the same shall be determined by an engineer to be agreed upon between them or failing such agreement to be appointed by the President of the Institution of Civil Engineers on the application of either party after notice to the other and the Arbitration Act 1889 shall apply to any such arbitration :
- (19) Section 13 of the Act of 1902 is hereby repealed.

For protec-
tion of Colne
Valley Water
Company.

31. For the protection of the Colne Valley Water Company (in this section referred to as "the water company") the following provisions shall unless otherwise agreed in writing apply and have effect in addition to any other provisions contained in or applied and extended by this Act (that is to say):—

- (1) In constructing the bridge for carrying Collindale Avenue in the parish and urban district of Hendon over the railway the Company shall at their own expense provide and lay down a pipe four inches in diameter in substitution for that part of the existing four-inch pipe of the water company which is now laid along the said road and shall also make provision for enabling the water company at any time hereafter to lay down over the said bridge and approaches another pipe of twelve inches in diameter and the Company shall provide the greatest depth of cover over the said pipes but in any case not less than twelve inches which will be consistent with the construction of the said bridge in accordance with the provisions of this Act and the Company shall encase the pipe to be laid in substitution for the said existing pipe with

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non-conducting composition at least six inches in thickness and the work shall be carried out under the supervision and to the reasonable satisfaction of the engineer of the water company :

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- (2) Any difference which may arise between the Company and the water company under the provisions of this section shall be referred to the determination of an engineer to be appointed by agreement between the Company and the water company or in default of agreement to be nominated by the President of the Institution of Civil Engineers.

32. For the protection of the Hendon Electric Supply Company Limited (in this section referred to as "the Hendon Company") the following provisions unless otherwise agreed in writing between the Company and the Hendon Company shall apply in addition to any other provisions contained in or applied by this Act (that is to say):—

For protection of Hendon Electric Supply Company Limited.

- (1) The Hendon Company may break up so much of any street or road as is carried over the authorised railways by means of a bridge and place and maintain any main cable or other apparatus (hereinafter referred to as "apparatus") therein for the purposes of affording a supply of electrical energy under the Hendon Electric Lighting Order 1899 (in this section referred to as "the Order of 1899") :
- (2) The Hendon Company may carry their apparatus under the authorised railways where such railways cross any street or road stopped up under the provisions of this Act :
- (3) The provisions of the Order of 1899 shall apply and have effect to any act or work done or executed by the Hendon Company under the provisions of this section as if the parts of the streets or roads referred to in subsection (1) of this section and any property of the Company referred to in subsection (2) of this section had been specified in the Third Schedule to the Order of 1899.

33. For the protection of the Metropolitan Water Board (in this section referred to as "the board") the following

For protection of Metropolitan

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A.D. 1912. provisions shall unless otherwise agreed in writing between the
Water Board. board and the Company have effect (that is to say):—

- (1) The provisions contained in section 16 (the marginal note of which is “General provisions for protection of water gas hydraulic power and electric companies”) of the Act of 1902 as extended and applied by the section of this Act of which the marginal note is “Incorporation of certain sections of Acts of 1902 and 1909” to the works by this Act authorised (in this section referred to as “the protective section”) shall be read and have effect as if the board were a “protected company” within the meaning of the said section:

Provided that the following modifications of the said section in its application to the board and their apparatus shall have effect (that is to say):—

(A) The expression “apparatus” named in subsection (1) of the said section shall be deemed to include “valves and hydrants”;

(B) The period of twenty-eight days shall be substituted for the period of fourteen days mentioned in subsections (1) and (2) of the said section;

(C) The President of the Institution of Civil Engineers shall be substituted for the Board of Trade in subsection (8) of the said section:

- (2) Wherever by reason or in consequence of the stopping up under the powers of this Act of any street or road any mains pipes valves hydrants plugs or other works (hereinafter in this section called “apparatus”) of the board situate in or under the street or road so stopped up shall be rendered derelict or unnecessary the Company shall forthwith after such stopping up pay to the board such a sum as may be agreed between the board and the Company or as failing such agreement may be determined by arbitration as hereinafter provided to be the value of—

(A) The apparatus situate in and under the street or road so stopped up; and

(B) Any apparatus of the board used exclusively for the purposes of the supply of water to any premises to which a supply is furnished by means of the apparatus in and under the street or road stopped up;

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and any such apparatus shall thereupon become the property of the Company:

- (3) In addition to the payment referred to in the last preceding subsection of this section the Company shall pay to the board their reasonable charges of and incidental to the cutting off of any such apparatus as is referred to in the said subsection from any other apparatus of the board and of and incidental to the formation of new or substituted connections and communications between any such apparatus which may be severed by any such cutting off and any other apparatus of the board and of and incidental to any other works or things rendered reasonably necessary or expedient in consequence of any apparatus of the board being rendered derelict or unnecessary by the stopping up of streets or otherwise:
- (4) The Company shall not alter the level of any street or road in which any apparatus of the board is laid or situate or lower or raise any such apparatus or lay any new or substituted apparatus of the board so as to leave over such apparatus a covering of less than three feet or more than five feet:
- (5) All works to be constructed by the Company over under or affecting any road in which any apparatus of the board is laid or situate or over under or within twenty feet of any apparatus of the board laid or situate elsewhere than in a road and all works to be executed pursuant to subsection (6) of this section shall be constructed at the expense of the Company under the superintendence of the board and in accordance with plans sections and particulars to be previously submitted to and approved by the board Provided that if the board shall not within one month after the submission to them of any such

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plans sections and particulars as aforesaid have disapproved thereof they shall be deemed to have approved of the said plans sections and particulars as submitted and the works to which the same relate shall be executed in strict accordance therewith. Provided also that it shall be lawful for the board at any time within one month after the submission to them of any such plans sections and particulars to intimate to the Company their intention themselves to execute such of the works to which the same relate as involve any alteration of the apparatus of the board and in that event the Company shall not execute such works but the board shall execute the same and the Company shall forthwith upon demand repay to the board the cost reasonably incurred by the board in or in connection with the execution of the said works:

(6) Whenever the Company shall in exercising the powers of this Act raise the level of any street or road within the limits of supply of the board (whether there shall be any apparatus of the board laid in such street or road or not) they shall to the reasonable satisfaction of the engineer of the board provide and at all times thereafter maintain throughout the entire length of the raised portion of the street or road a continuous concrete support for pipes. Such concrete support shall be placed in such a position in the street or road as may be directed by the said engineer and shall be constructed so as to extend from the existing surface of the street or road to a point at such a depth below the altered surface of such street or road as such engineer may reasonably require. The support to be provided as aforesaid shall be sufficient to accommodate the existing apparatus (if any) of the Board laid in the street or road and if there shall be no such apparatus in the street or road the said support shall be sufficient in each case for the accommodation of one pipe having an internal diameter of six inches:

(7) If any difference shall arise under this section between the board and the Company such difference shall be

settled in accordance with the provisions of sub-sections (8) and (9) of the protective section as modified by this section. A.D. 1912.

34. Notwithstanding anything in this Act or shown on the deposited plans of 1912—

(1) The railway shall not be constructed so as to come within fifty feet of the Silk Stream:

(2) The Company shall not without the previous consent in writing of the Regent's Canal and Dock Company and of the company of proprietors of the Grand Junction Canal (hereinafter called "the two canal companies") interfere in any manner with the flow of water into or from the Silk Stream or into or from the Brent Reservoir but such consent shall not be unreasonably withheld if the Company desire to interfere with the said flow temporarily during the construction of the Company's works:

(3) If any difference whatsoever shall arise between the Company and the two canal companies or either of them or between their respective engineers or otherwise under any of the provisions of this section such difference shall be settled by the arbitration of an engineer to be agreed upon or failing agreement to be appointed by the Board of Trade on the application of either the Company or the two canal companies and the Arbitration Act 1889 shall apply to such arbitration.

For protection of Regent's Canal and Dock Company and of Grand Junction Canal Company.

35.—(1) The Company shall construct and maintain at or about the point marked on the deposited plans of 1902 as indicating the distance of one mile from the commencement of the railway of 1902 a station for ordinary passenger traffic with all necessary booking offices waiting-rooms buildings platforms works and conveniences.

Station on Goldbeaters Estate.

(2) In order to maintain access across the railway of 1902 and to the said station the Company shall construct at or about the point marked on the said plans as indicating the distance of 7 furlongs 6·5 chains from the commencement of such railway a bridge of a reasonably ornamental character with parapets 6 feet in height and suitable abutments and wing walls and with a width of at least 50 feet clear throughout measured on the square between the parapets and shall

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A.D. 1912. construct upon the said bridge and upon embankments to be formed by the Company in continuance of the north-east and south-west extremities thereof the Station Road of the like width throughout comprising a carriageway 30 feet wide and kerbed footways each 10 feet wide on both sides thereof and with an inclination of 1 in 30 and shall carry out such road on the north-east side of such railway in a straight line until it runs out at the natural surface of the land and shall carry out the said road on the south-west side of the railway in a straight line to Edgware Road with a suitable bridge over the Silk Stream or any diversion thereof No part of the said carriageway on the said bridge over such railway shall be constructed at a higher level than 171 feet above Ordnance datum.

For protec-
tion of Gold-
beaters'
Estate.

36. For the protection of the trustees of the will of Sir John Blundell Maple Baronet deceased (in this section called "the owners") the following provisions shall unless otherwise agreed between the owners and the Company have effect (that is to say):—

(1) The station referred to in the preceding section of this Act which will be situate upon land to be acquired from the owners and all buildings thereat including any dwelling-house erected for a station master shall be of a reasonably ornamental character but no goods siding coal depôt car shed (except such as the owners shall by writing approve and such approval shall not be unreasonably withheld) or other building shall (save as aforesaid) be constructed by the Company at the said station or elsewhere on the lands of the owners The Company shall keep the said station open for the purposes of such traffic to the same extent as other principal stations on the railway:

(2) Notwithstanding anything shown on the plans deposited with relation to or contained in the Act of 1902 or the Act of 1909 or this Act the Company shall not enter upon take or use any portion of the lands of the owners except so much thereof as may be required for the purpose of construction of the authorised railways and the said station and works connected therewith and for the construction of so much of the Station Road as will be situate on the estate of the owners:

- (3) The authorised railways shall not be constructed upon the lands of the owners otherwise than upon surface or embankment or in cutting except as may be necessary for the said station and no series of brick arches or other open viaduct shall be constructed by the Company on such lands: A.D. 1912.

The roads to be constructed by the Company as set out in this and the preceding section of this Act shall where above the natural surface of the adjoining land be formed (except where upon bridges) on embankments formed without retaining walls:

- (4) The Company shall soil and sow with good grass seed the slopes of the embankments upon which the said roads to be constructed by the Company will be carried through the property of the owners. No sleeper fence shall be erected and all boundary fences erected by the Company between the authorised railway and other property of the owners shall be either wooden open post and rail fences or open iron railings of a reasonably ornamental character. No advertisements of any kind shall without the consent of the owners be exhibited or placed on any embankment or cutting upon either side of the railway or elsewhere except at the said station on any land acquired by the Company from the owners:
- (5) In constructing the authorised railway the Company shall provide to the reasonable satisfaction of the owners such surface-water sewers and soil sewer pipes and other works as may be necessary for conveying surface water and sewage from the owners' estate (including the portion thereof north-east of the railway) having regard to the proper development thereof as a building estate as regards any surface-water sewer from the north-eastern boundary of the property to be acquired by the Company up to and into the Silk Stream and as regards any soil sewer from the said north-eastern boundary up to and with the consent of the authority having control of the existing public sewer situate on lands immediately to the south-west of the Silk Stream into that public sewer:

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(6) The Company shall construct a bridge of similar character and width to the bridge referred to in the preceding section of this Act at or about the point marked on the deposited plans of 1902 as indicating the distance of one mile two furlongs from the commencement of the railway of 1902 and shall embank for and construct upon the bridge required by this subsection to be constructed and on both sides of such bridge a road of similar width and character and with a similar inclination to the Station Road and shall carry out the road required by this subsection to be constructed on the north-east side of the railway in a straight line until such road runs out at the natural surface of the land and on the south-west side of the railway in a straight line until it reaches the Silk Stream. No part of the carriageway of the road required by this subsection to be constructed shall be at a higher level than 167 feet above Ordnance datum:

The Company shall maintain and keep in good repair the bridge abutments wing walls parapets embankments and roads referred to in this section and in the preceding section of this Act:

No portion of the bridges abutments wing walls parapets or embankments referred to in this or the preceding section of this Act shall be used for the posting of bills or for any other advertising purposes except announcements in suitable detachable frames relating to the trains and business of the railway:

The Company shall erect (except where between parapets of bridges) suitable open post and rail fences or unclimbable iron railings of reasonably ornamental character on both sides of the roads to be constructed as set out in this and the preceding section of this Act where such roads are above the level of the adjoining land but the owners of the land fronting such roads shall be at liberty at any time to remove such fences or any part or parts thereof if and when such removal is in their opinion necessary or desirable but in so doing they shall not damage the remaining portions of the said fences. The Company

shall until such removal maintain the said fences or any remaining portions of the same as the case may be in good repair and condition : A.D. 1912.

- (7) If the sewer and appurtenances thereto recently laid by the owners across the line of the authorised railway at or about the point marked on the deposited plans of 1902 as indicating the distance of one mile two furlongs from the commencement of the railway of 1902 or the surface-water sewer and appurtenances thereof recently laid by the owners across the line of the railway near such point shall be broken up or destroyed or damaged in the execution of the works the Company shall to the satisfaction of the owners restore the same or provide instead thereof other proper and sufficient sewers in substitution for any part so broken up destroyed or damaged The Company shall also at their own expense carry out the necessary works for raising any existing manholes lampholes and ventilators of the said soil sewer and surface-water sewer to the altered levels of the new road and for protecting the same from damage by trains passing over them such works to be carried out to the reasonable satisfaction of the owners :
- (8) The owners shall be at liberty at any time to excavate the surface and subsoil of the roads to be constructed by the Company under this and the immediately preceding section so far as such roads are situate on the lands of the owners or on lands acquired by the Company from the owners and the embankments of such roads for the purpose of laying renewing repairing altering connecting with or removing sewers drains gas water electric or other mains or pipes and of erecting ventilators lamp standards telegraph and telephone poles and of planting trees and of laying renewing repairing altering connecting with or removing any additional sewers drains or pipes but the owners in exercising this right shall not be entitled to commit any act which would impair the stability of the railway or works connected therewith and shall make good any disturbance occasioned thereto by such exercise with all reasonable despatch :

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- (9) The owners and all other persons to be authorised by them shall be entitled in common with the Company and all persons to be authorised by them and all other persons for the time being entitled to use the same for ever to use at all times and for all the purposes of a road or roads with or without motor cars and other vehicles and horses or other animals the roads to be constructed by the Company as provided by this and the preceding section The Company shall not erect any gate or other obstruction on the said roads or any part thereof or across either end thereof nor do or permit any act which would prevent the free use thereof as hereinbefore provided or as public roads if the local authority shall at any time be willing to take them over as public roads repairable by the inhabitants of the district at large :
- (10) The owners shall be entitled to the free passage and running of water and soil through the soil sewer and surface-water sewer and appurtenances thereto respectively already laid by the owners and referred to in this section and if the owners or local or other authority should at any time after the completion of the authorised railways require to inspect repair alter renew or remove the said sewers and appurtenances thereto or any part thereof the Company shall with all due despatch execute any such work upon receiving reasonable security for the cost thereof exclusive of the cost of any work which the Company may be liable to execute in accordance with the provisions of this section or otherwise :
- (11) The owners shall for ever be entitled to the free passage and running of water and soil gas and electricity through any pipes tubes sewers drains or mains which may be laid or constructed under the authorised railway as provided in subsection (5) of this section and under the roads to be constructed by the Company as provided by this and the preceding section and to connect any pipes tubes sewers drains or mains of the owners therewith The owners and all other persons corporations and local and other authorities to be authorised by them shall be entitled to free passage of gas water and electricity through any pipes

or mains which may be laid or constructed by or for them or with their consent in upon over or under the roads referred to in this and the preceding section: A.D. 1912.

(12) The owners shall be entitled to construct any road or roads through and upon the embankments of the roads to be constructed by the Company as provided by this and the preceding section of this Act and to connect any road or roads with the said roads or either of the said roads to be constructed by the Company and in the event of the owners constructing any such connecting road or roads the owners shall be entitled to similar rights of way drainage excavation and otherwise under upon and over the same as the owners shall have in the case of the said roads to be constructed by the Company:

(13) Any exercise by the owners or any duly authorised person or authority of the right to disturb any road or embankment shall not relieve the Company of any obligation to repair the same but in the event of any such disturbance to any road or embankment which the Company are liable to maintain not being made good with reasonable despatch the Company may make good such disturbance and recover the cost of making same good from the person or authority by whom such disturbance shall have been occasioned:

(14) Any difference or dispute arising between the Company and the owners under the provisions of this section shall be referred to the arbitration of an engineer to be appointed by agreement between the Company and the owners or in default of agreement to be nominated by the President for the time being of the Institution of Civil Engineers and the Arbitration Act 1889 shall apply thereto.

37. For the protection of Henry Lawrence Cripps or other the owner or owners for the time being of certain lands in the urban district of Hendon and county of Middlesex known or intended to be known as the Redhill Estate situate between the Silk Stream and the Edgware Road and

For protection of Henry Lawrence Cripps.

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A.D. 1912. — having an area of twenty-three acres or thereabouts parts of which are delineated on the deposited plans of 1912 the following provisions shall unless otherwise agreed in writing between the owner and the Company apply and have effect:—

- (1) For the purposes of this section the expression "Redhill Estate" means the land hereinbefore in this section described belonging to the said Henry Lawrence Cripps and the expression "the owner of the Redhill Estate" means the said Henry Lawrence Cripps or other the owner or owners for the time being of the Redhill Estate:
- (2) Notwithstanding anything shown on the deposited plans of 1912 or contained in this Act the Company shall not acquire any portion of the lands numbered upon the deposited plans of 1912 in the parish and urban district of Hendon 55 56 57 58 and 60 except so much of the said lands as may be required for the purpose of constructing the Station Road on the south-west side of the railway under the provisions of this Act and the embankments and supports of the said road:
- (3) The Company shall soil and sow with good grass seed the slopes of the embankments upon which the Station Road will be carried through the property of the owner of the Redhill Estate All fences erected by the Company between land to be acquired by the Company from the owner of the Redhill Estate and other property of the said owner shall be either wooden open post and rail fences or open iron railings of a reasonable ornamental character:
- (4) In constructing the Station Road the Company shall provide to the reasonable satisfaction of the owner of the Redhill Estate such surface-water pipes and other works as may be necessary for conveying surface water from that part of Station Road to be constructed on land acquired by the Company from the said owner into the Silk Stream:
- (5) The Company shall maintain and keep the Station Road (so far as such road will extend from Edgware

Road to the station to be constructed by the Company on Goldbeaters' Estate as provided by this Act) in good repair unless and until the same is taken over by the local authority: A.D. 1912.

The Company shall erect suitable open post and rail fences or unclimbable iron railings of reasonably ornamental character on both sides of the Station Road where such road is constructed upon land acquired by the Company from the owner of the Redhill Estate and is above the level of the adjoining land but the owner of the Redhill Estate shall be at liberty at any time to require the Company to remove any such fences erected upon any land acquired by the Company from him or any part or parts of the said fences and the Company shall thereupon remove the same unless the removal thereof would imperil the safety of any person using the Station Road. The Company shall until such removal maintain the said fences or any remaining portions of the same as the case may be in good repair and condition:

- (6) The owner of the Redhill Estate shall be at liberty at any time to excavate the surface and subsoil of the Station Road so far as such road is situate on land acquired by the Company from the said owner and the embankments of such road so far as such embankments are situate on land acquired by the Company from the said owner for the purpose of laying renewing repairing altering connecting with or removing sewers drains gas water electric or other mains or pipes and of erecting ventilators lamp standards telegraph and telephone poles and of planting trees but the owner of the Redhill Estate in exercising this right shall not so obstruct the thoroughfare as to prevent motors carriages horses or passengers from passing along nor commit any act which would impair the stability of the said road or works connected therewith or which would prevent affect or in any way interfere with the construction and maintenance of the soil sewer and surface-water sewer to be laid by the Company

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under the said road as provided for in the section of this Act the marginal note of which is "For protection of Goldbeaters' Estate" or which would prevent the trustees of the will of Sir John Blundell Maple Baronet or any other person body authority or company from exercising or enjoying fully all or any of the rights set out in the said section. In the event of the owner of the Redhill Estate disturbing the surface of the part of the said road to be formed by the Company on land to be acquired from him he shall reinstate the said road with all reasonable despatch to the reasonable satisfaction of the Company and if he fail or omit so to do the Company may reinstate the said road and recover the expenses of so doing as certified by their engineer from the owner of the Redhill Estate or other person causing such disturbance as the case may be:

- (7) The owner of the Redhill Estate and all other persons to be authorised by him shall be entitled (in common with the Company and all persons to be authorised by them and all other persons for the time being entitled to use the same) for ever to use the Station Road at all times and for all the purposes of a road with or without motor cars and other vehicles and horses or other animals (so far as such road will extend from Edgware Road to the station to be constructed by the Company on Goldbeaters' Estate as provided by this Act) The Company shall not erect any gate or other obstruction on the said road or any part thereof nor do or permit any act which would prevent the free use thereof as an accommodation road or as a public road if the local authority shall at any time be willing to take it over as a public road repairable by the inhabitants of the district at large:
- (8) The owner of the Redhill Estate shall be entitled subject to the consent of the local authority and in common with all other persons entitled to use the same to the free passage and running of water through the surface-water pipes to be laid by the Company under the Station Road as provided by this

section of this Act so far as such surface-water pipes shall be constructed on land acquired by the Company from the said owner: A.D. 1912.

- (9) The owner of the Redhill Estate shall for ever be entitled in common with all other persons entitled to use the same and subject to the consent of all authorities bodies companies and persons who shall have laid the same or to whom the same shall for the time being belong to the free passage and running of water gas and electricity through any water gas or electric mains which may be laid or constructed upon land acquired by the Company from the said owner under the Station Road and subject as aforesaid to connect with the said mains:
- (10) The owner of the Redhill Estate shall be entitled to construct upon land belonging to him any road or roads through and upon the embankments of the Station Road so far as such embankments shall be formed upon land acquired by the Company from the owner of the Redhill Estate and to connect any such road or roads upon the said land with the Station Road and in the event of such owner constructing any such connecting road or roads he shall be entitled to similar (but to no other or greater) rights of way drainage excavation and otherwise under upon and over the road or roads constructed through or upon the said embankments as he shall have in the case of that part of the Station Road to be constructed upon land acquired by the Company from the said owner:
- (11) Any exercise by the owner of the Redhill Estate or any duly authorised person or authority of the right to disturb any road or embankment shall not relieve the Company of any obligation to repair the same but in the event of any such disturbance to any road or embankment which the Company are liable to maintain not being made good with reasonable despatch the Company may make good such disturbance and recover the cost of making same good from the person or authority by whom such disturbance shall have been occasioned:

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- (12) Any difference or dispute arising between the Company and the owner of the Redhill Estate under the provisions of this section shall be referred to the arbitration of an engineer to be appointed by agreement between the Company and the said owner or in default of agreement to be nominated by the President for the time being of the Institution of Civil Engineers and the Arbitration Act 1889 shall apply thereto.

For protection of
Alexander
Findlater
and Thomas
Pallister
Young.

38. The following provisions for the protection of Alexander Findlater and Thomas Pallister Young or other the owners for the time being of the Orange Hill and Belle View Estate (in this section referred to as "the owners") shall unless otherwise agreed in writing between the Company and the owners have effect (that is to say):—

- (1) The Company shall not acquire any greater extent of the property of the owners than that which is coloured red on the plan signed by Harley Hugh Dalrymple Hay on behalf of the Company and by Thomas Pallister Young on behalf of the owners:
- (2) In the construction of Railway No. 1 authorised by the Act of 1902 between the points marked respectively 2 furlongs and 3 furlongs on the deposited plans of 1912 such railway shall be constructed as near to the south-western limit of deviation as is reasonably practicable having regard to the crossing of the Great Northern Railway and the railway between the said points shall be constructed in accordance with the levels shown on the deposited plans of 1912:
- (3) The Company shall at their own cost erect upon the eastern boundary of any land acquired by them from the owners a substantial post and rail fence not less than four feet in height and shall also plant a hedge on such land abutting on the said post and rail fence and at their own cost plant near the eastern boundary of any land acquired by them between the Great Northern Railway and Deansbrook Lane such trees or shrubs as shall be supplied by the owners for the purpose:

- (4) Any difference which may arise between the Company and the owners under the provisions of this section shall be determined by an engineer to be appointed (in default of agreement) by the President of the Institution of Civil Engineers on the application of either party after notice to the other and the provisions of the Arbitration Act 1889 shall subject as aforesaid apply to such arbitration. A.D. 1912.

39. For the protection of the Ecclesiastical Commissioners (in this section referred to as "the commissioners") the owners of the private roads in the parish and urban district of Hendon known as Wessex Gardens The Ridgeway The Riding Woodstock Road and Renter's Hill and the lands adjoining thereto (all of which so far as they are within the limits of deviation shown on the deposited plans of 1912 will or may be affected by the construction of the authorised railway) the following provisions shall have effect unless otherwise agreed in writing (that is to say):—

- (1) The commissioners shall construct and complete not later than the twenty-fifth of December one thousand nine hundred and twelve on land belonging to and provided by them at their cost the roads (in this section called "the new roads") coloured yellow on the plan signed in duplicate by the Chairman of the Committee of the House of Lords to whom the Bill for this Act was referred (one copy of which has been deposited in the Parliament Office of the House of Lords and the other copy has been deposited in the Private Bill Office of the House of Commons):
- (2) The new roads shall be fifty feet wide and be constructed with footpaths sewers kerbs and other incidental works connected therewith:
- (3) The cost of constructing the new roads as certified in writing by the surveyors to the commissioners shall be borne by the Company:
- (4) After the completion of the new roads the Company may stop up and discontinue such portions of Wessex Gardens The Ridgeway and Renter's Hill as are on the land coloured pink on the said plan:

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(5) The Company shall not enter upon take or use any lands of the commissioners except by agreement with them.

PART III.

EXTENSION OF TIME.

Extension of time for completion of works under Act of 1902.

40. The powers granted by the Act of 1902 for the completion of the railway of 1902 are hereby extended and may be exercised for a period of four years from the eighteenth day of November one thousand nine hundred and twelve and the Act of 1902 shall be read and construed as if the period limited by this Act for the completion of the railway of 1902 had been the period limited by the Act of 1902 for the completion thereof.

Extension of time for compulsory purchase of lands under Act of 1902.

41. The powers granted to the Company by the Act of 1902 for the compulsory purchase of lands for the purposes of the railway of 1902 are hereby extended (except as to the properties numbered 47 to 55 on the deposited plans of 1902 for the parish and urban district of Hendon and any estate and interest therein) and may be exercised at any time within the period of four years from the twentieth day of October one thousand nine hundred and twelve but on the expiration of the said period the powers shall cease except so far as they shall then have been exercised.

Extension of time for completion of works under Act of 1909.

42. The powers granted by the Act of 1909 for the completion of the deviation railway of 1909 are hereby extended and may be exercised for a period of two years from the twentieth day of October one thousand nine hundred and fourteen and the Act of 1909 shall be read and construed as if the period limited by this Act for the completion of the deviation railway of 1909 had been the period limited by the Act of 1909 for the completion thereof.

Extension of time for compulsory purchase of certain lands under Act of 1909.

43. The powers granted to the Company by the Act of 1909 for the compulsory purchase of lands for the purposes of the deviation railway of 1909 are hereby extended (except as to the properties numbered 51 68 and 69 on the deposited plans of 1909 for the parish and urban district of Hendon and any estate and interest therein) and may be exercised at any time within a period of four years from the twentieth day of October one thousand nine hundred and twelve but on the expiration of the said period the powers shall cease except so far as they shall then have been exercised.

PART IV.

A.D. 1912.

ABANDONMENT.

44. The Company shall abandon the construction of so much of Railway No. 1 authorised by the Act of 1902 as lies between the points of commencement and termination of the railway by this Act authorised.

Abandonment of portion of authorised railway.

45. The abandonment by the Company under the authority of this Act of any portion of any railway or works 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 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 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 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 or the Act of 1902.

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

46. Where before the passing of this Act any contract has been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to any portions of the railway or works authorised to be abandoned by this Act the Company shall be released from all liability to purchase or to complete the purchase of any such land but notwithstanding full compensation shall be made by the Company to the owners and occupiers or other persons interested in such land 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 Acts for determining the amount and application of compensation paid for lands taken under the provisions thereof Notwithstanding anything contained in this section the agreement dated the sixth day of October one thousand nine hundred and eleven made between the Company of the first part and Maria Duffner Anna Czeloth Maria Blasius Anna Wilmes Maria Friedrichs and Sophia Hartmann of the second part and John Deacon Newton of the third part whereby the Company agreed to purchase from the parties of the second and

Compensation to be made in respect of railway abandoned.

[Ch. lxxxv.] *Edgware and Hampstead Railway* [2 & 3 GEO. 5.]
Act, 1912.

A.D. 1912. third parts easements in and rights to the subsoil for the purposes of the railway authorised by this Act to be abandoned shall be binding on the respective parties thereto and shall have force and effect and may and shall be carried into effect accordingly for the purposes of the railway authorised by this Act.

PART V.

CAPITAL.

Power to raise additional capital.

47. The Company may subject to the provisions of Part II. of the Companies Clauses Act 1863 raise any additional capital not exceeding in the whole two hundred and forty thousand pounds nominal capital by the issue at their option of new ordinary shares or stock or new preference shares or stock or wholly or partially by any one or more of those modes respectively but the Company shall not issue any share of less nominal value than ten pounds nor shall any share vest in the person accepting the same unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof.

New shares or stock to be subject to same incidents as other shares or stock.

48. The capital in new shares or stock created by the Company under this Act and the new shares or stock therein and the holders thereof respectively shall be subject and entitled to the same powers provisions liabilities rights privileges and incidents whatsoever in all respects as if that capital were part of the now existing capital of the Company of the same class or description and the new shares or stock were shares or stock in that capital.

New shares or stock to form part of capital of Company.

49. The capital in new shares or stock so created shall form part of the capital of the Company.

Dividends on new shares or stock.

50. Every person who becomes entitled to new shares or stock shall in respect of the same be a holder of shares or stock in the Company and shall be entitled to a dividend with the other holders of shares or stock of the same class or description proportioned to the whole amount from time to time called up and paid on such new shares or to the whole amount of such stock as the case may be.

Restriction as to votes in respect of preferential shares or stock.

51. Except as otherwise expressly provided by the resolution creating the same no person shall be entitled to vote in respect of any new shares or stock to which a preferential dividend shall be assigned.

[2 & 3 GEO. 5.] *Edgware and Hampstead Railway* [Ch. lxxxv.]
Act, 1912.

52. Subject to the provisions of any Act already passed by which the Company are authorised to raise capital by new shares or stock and to the provisions of this Act the Company may if they think fit raise by the creation and issue of new shares or stock of one and the same class all or any part of the aggregate capital which they are by such other Act respectively authorised to raise by the creation and issue of new shares or stock.

A.D. 1912.
New and existing shares or stock may be of same class.

53. Notwithstanding anything contained in Part II. of the Companies Clauses Act 1863 the Company may in issuing any unissued portion of the capital authorised by the Act of 1902 and any portion of the additional capital by this Act authorised dispose of any of the shares or stock representing the same at such price at such time to such persons on such terms and conditions and in such manner as the directors think advantageous to the Company.

As to disposal of shares or stock.

54.—(1) The Company may from time to time borrow on mortgage of the undertaking any sum not exceeding in the whole one-third part of the amount of the capital in shares or stock of the Company authorised by the Act of 1902 and by this Act at the time being actually issued and accepted but no part of any such sum shall be borrowed until the shares for so much of the capital as is to be raised by means of shares in respect of which the borrowing power is exercised are issued and accepted as aforesaid and one half thereof is paid up and the Company shall have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act 1845 before he so certifies that such shares have been issued and accepted and that one half thereof has been paid up and that not less than one-fifth part of the amount of each separate share issued and accepted has been paid on account thereof before or at the time of the issue or acceptance thereof and until stock for one half of so much of the capital as is to be raised by means of stock in respect of which the borrowing power is exercised is fully paid up and the Company have proved to such justice as aforesaid before he so certifies that such shares or stock as the case may be were issued and accepted and to the extent aforesaid paid up bonâ fide and are held by the persons or corporations to whom the same were issued or their executors administrators successors or assigns and also so far as the capital is raised by shares that such persons or corporations their executors administrators successors

Power to borrow.

[Ch. lxxxv.] *Edgware and Hampstead Railway* [2 & 3 GEO. 5.]
Act, 1912.

A.D. 1912. or assigns are legally liable for the same and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which certificate shall be sufficient evidence thereof.

(2) Section 30 (Power to borrow on mortgage) of the Act of 1902 is hereby repealed.

Appoint-
ment of
receiver.

55. Section 31 of the Act of 1902 with respect to the appointment of a receiver by mortgagees of the Company is hereby repealed but without prejudice to any appointment made or to the continuance of any proceedings which may have been commenced prior to the passing of this Act under that section. The mortgagees of the undertaking may enforce payment of arrears of interest or principal or principal and interest due on their mortgages by the appointment of a receiver. In order to authorise the appointment of a receiver in respect of arrears of principal the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole.

Debenture
stock.

56. The Company may create and issue debenture stock subject to the provisions of section 32 of the Act of 1902. Notice of the effect of that enactment shall be endorsed on all mortgages and certificates of debenture stock.

Existing
mortgages
to have
priority.

57. All mortgages granted by the Company in pursuance of the powers of any Act of Parliament before the passing of this Act and subsisting at the passing hereof shall during the continuance of such mortgages and subject to the provisions of the Act under which such mortgages were respectively granted have priority over any mortgages granted by virtue of this Act but nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Application
of moneys.

58. All moneys raised under the Act of 1902 and this Act whether by shares stock debenture stock or borrowing shall be applied only to the purposes of the Edgware and Hampstead Railway Acts 1902 to 1912 to which capital is properly applicable.

Payment of
interest out
of capital.

59.—(1) The powers conferred upon the Company by section 60 of the Act of 1902 as extended by section 16 of the Act of 1905 and as amended by section 28 of the Act of 1909 are

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hereby extended and may be exercised by the Company until the expiration of the period limited by this Act for the completion of the railways and works authorised by the Act of 1902 the Act of 1909 and this Act or such less period as the directors may determine and section 60 of the Act of 1902 as extended and amended as aforesaid shall apply and have effect as if the amount of the capital in respect of which such powers are conferred had included the amount of the share capital authorised to be raised under the powers of this Act and as if the maximum amount to be paid for interest were thirty-six thousand pounds instead of twenty thousand pounds. A.D. 1912.

(2) Save as hereinbefore provided no interest or dividend shall be paid out of any share or loan capital which the Company are by this or any other Act authorised to raise to any shareholder on the amount of the calls made in respect of the shares held by him but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act 1845.

60.—(1) The Company may with respect to the whole or any portion of the debenture stock created or to be created by them under the provisions of this Act and subject to such regulations as may from time to time be made by the Company issue under their common seal a certificate (hereinafter referred to as “a debenture stock certificate to bearer”) stating that the bearer of the certificate is entitled to the portion of debenture stock therein specified and may provide by coupons whether attached to such certificate or not for the payment of interest on the portion of stock included in the certificate. Power to issue debenture stock certificates to bearer.

(2) Provided always that nothing in this Act contained shall empower the Company to issue to a registered holder of debenture stock issued prior to the passing of this Act a debenture stock certificate to bearer for the debenture stock last aforesaid held by him without first obtaining his consent in writing.

(3) Section 29 of the Companies Clauses Act 1863 shall not apply to a debenture stock certificate to bearer.

(4) Sections 22 to 29 of the Act of 1905 shall extend and apply to debenture stock certificates to bearer issued under this Act as if the same had been re-enacted in this Act in reference thereto.

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Deposit fund
not to be re-
paid except
so far as
railways are
opened.

61.—(1) Whereas pursuant to the standing orders of both Houses of Parliament and the Parliamentary Deposits Act 1846 (in this section referred to as “the Act of 1846”) a sum of eleven thousand eight hundred and fifty-seven pounds fourteen shillings and eightpence two and three-quarters per centum consolidated stock (now two and a half per centum consolidated stock) was transferred into the name of the Paymaster-General for and on behalf of the Supreme Court in respect of the application to Parliament for the Act of 1902 And whereas of the said amount of stock part is attributable to so much of the works authorised by the Act of 1902 as is by this Act authorised to be abandoned And whereas a sum of thirty-six pounds two shillings and twopence two and a half per centum consolidated stock being equal to five per centum upon the amount by which the estimate of expense of the works authorised by the Act of 1905 exceeded the amount of the estimate of expense of the works authorised by the Act of 1905 to be abandoned was transferred into the name of the Paymaster-General for and on behalf of the Supreme Court in respect of the application to Parliament for the Act of 1905 And whereas a sum of eight thousand six hundred and seventy-nine pounds and sixteen shillings two and a half per centum consolidated stock being equal to five per centum upon the amount by which the estimate of expense of the railway and works by this Act authorised exceeds the amount of the estimate of expense of the said works by this Act authorised to be abandoned has pursuant to the said standing orders and the Act of 1846 been transferred into the name of the Paymaster-General for and on behalf of the Supreme Court in respect of the application to Parliament for this Act (all of which said stocks together amounting to twenty thousand five hundred and seventy-three pounds twelve shillings and tenpence are referred to in this Act as “the deposit fund”) Be it enacted that notwithstanding anything contained in the Act of 1846 the deposit fund shall not be paid or transferred to or on the application of the person or persons or the majority of the persons named in the warrant or order issued in pursuance of the Act of 1846 or the survivors or survivor of them (which persons survivors or survivor are or is in this Act referred to as “the depositors”) unless the Company shall previously to the expiration of the respective periods limited by this Act for completion of the authorised railways open the same for the public conveyance of

passengers and if the Company shall make default in so opening the authorised railways the deposit fund shall be applicable and shall be applied as provided by the next following subsection Provided that if within such periods as aforesaid the Company open any portion of the authorised railways for the public conveyance of passengers then on the production of a certificate of the Board of Trade specifying the length of the portion of the authorised railways opened as aforesaid and the portion of the deposit fund which bears to the whole of the deposit fund the same proportion as the length of the railways so opened bears to the entire length of the authorised railways the High Court shall on the application of the depositors order the portion of the deposit fund specified in the certificate to be paid or transferred to them or as they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of this Act having passed anything in the Act of 1846 to the contrary notwithstanding.

A.D. 1912.
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(2) If the Company do not previously to the expiration of the periods respectively limited for the completion of the authorised railways respectively complete the same and open them for the public conveyance of passengers then and in every such case the deposit fund or so much thereof as shall not have been transferred to the depositors shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the authorised railways or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by the Acts of 1902 to 1912 and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit And if no such compensation is payable or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the deposit fund or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the undertaking has been abandoned be paid or transferred to such receiver or be applied in the

Application
of deposit.

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discretion of the court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be transferred to the depositors Provided that until the deposit fund has been retransferred to the depositors or has become otherwise applicable as hereinbefore mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

(3) Sections 50 and 51 of the Act of 1902 and sections 13 and 14 of the Act of 1905 are hereby repealed.

PART VI.

MISCELLANEOUS.

Repeal of certain provisions of Acts of 1902 1905 and 1909.

62. The provisions contained in the sections of the Act of 1902 the Act of 1905 and the Act of 1909 which are set out in the Third Schedule to this Act are hereby repealed.

Power to enter into agreements.

63. It shall be lawful for the Company and the Underground Electric Railways Company of London Limited to enter into and carry into effect agreements with respect to varying or cancelling the agreement dated the tenth day of August one thousand nine hundred and nine between the Underground Electric Railways Company of London Limited of the one part and the Company of the other part of which a copy is set out in the Third Schedule to the Act of 1909.

Incorporation of certain sections of Acts of 1902 and 1909.

64. The provisions contained in the sections and parts of sections of the Acts of 1902 and 1909 which are enumerated and referred to in the Fourth Schedule to this Act (except so far as the same or any part or parts thereof are expressly repealed amended or varied by this Act and subject to any such amendment or variation) are incorporated with and form part of this Act and shall so far as applicable extend and apply to the railway and works by this Act authorised and to the lands which the Company are by this Act authorised to acquire and to the several bodies or persons named or referred to in those sections and to the extent in those sections mentioned as fully and effectually to all intents and purposes as if those sections had been expressly re-enacted in this Act with reference thereto respectively Provided that section 16 of the Act of 1902 as extended and applied to the works by this Act

authorised shall extend and have effect as if the North Metropolitan Electric Power Supply Company were a "protected company" within the meaning of the said section.

A.D. 1912.

65. Any person who shall trespass upon any of the railways now or hereafter belonging or leased to or worked by the Company solely or in conjunction with any other company or companies shall on conviction be liable to a penalty not exceeding forty shillings and the provisions of the Railways Clauses Consolidation Act 1845 with respect to the recovery of damages not specially provided for and of penalties and to the determination of any other matters referred to justices shall apply to this enactment Provided that no person shall be subject to any penalty under this enactment unless it shall be proved to the satisfaction of the justices before whom complaint is laid that by notices painted on boards or printed on paper and pasted on boards or enamelled on metal or otherwise as the Company may think fit and clearly exhibited public warning has been given to persons not to trespass upon the railway and that one or more of such notices has been affixed at the station on that railway and at the public road level crossing (if any) nearest to the spot where such trespass is alleged to have been committed and such warning shall be renewed as often as the same shall be obliterated or destroyed and no penalty shall be recoverable unless such warning is so placed and renewed Provided also that no person lawfully crossing any such railway at any level crossing thereof shall be liable to any such penalty as aforesaid And provided lastly that this enactment shall not interfere with but shall be subject to any future general enactment on the subject of trespassing on railways.

For better prevention of trespass on railways of Company.

66. The Company shall not out of any money by this Act authorised to be raised pay or deposit any sum which by any standing order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Deposits for future Bills not to be paid out of capital.

67. Nothing in this Act contained shall exempt the Company or their railways from the provisions of any general Act relating to railways or the better or more impartial audit of

Provision as to general Railway Acts.

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A.D. 1912. the accounts of railway companies passed before or after the commencement of this Act or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised by this Act.

Costs of Act. **68.** 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.

The SCHEDULES referred to in the foregoing Act. A.D. 1912.

THE FIRST SCHEDULE.

DESCRIBING LANDS &C. IN RESPECT OF WHICH EASEMENTS MAY
 BE TAKEN AND WHICH ARE REFERRED TO IN THE SECTION
 OF THIS ACT OF WHICH THE MARGINAL NOTE IS "POWER
 TO ACQUIRE EASEMENTS FOR CONSTRUCTING TUNNELS."

Parish or other Area.	Numbers on deposited Plans.
Hendon - - - - -	8 to 21 inclusive.

THE SECOND SCHEDULE.

DESCRIBING HOUSES BUILDINGS AND MANUFACTORIES OF WHICH
 PORTIONS ONLY MAY BE TAKEN AND WHICH ARE REFERRED
 TO IN THE SECTION OF THIS ACT OF WHICH THE MARGINAL
 NOTE IS "OWNERS MAY BE REQUIRED TO SELL PARTS ONLY
 OF CERTAIN LANDS AND BUILDINGS."

Parish or other Area.	Numbers on deposited Plans.
Hendon - - - - -	39 and 55 to 58 inclusive.

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THE THIRD SCHEDULE.

SECTIONS OF THE ACTS OF 1902 1905 AND 1909 REPEALED BY THE SECTION OF THIS ACT OF WHICH THE MARGINAL NOTE IS "REPEAL OF CERTAIN PROVISIONS OF ACTS OF 1902 1905 AND 1909."

Act.	Number of Section.	Marginal Note of Section.
Act of 1902 - -	10	For protection of urban district council of Hendon.
" - -	17	For protection of William Ruddock.
Act of 1905 - -	10	For protection of Hendon Urban District Council.
Act of 1909 - -	18	For protection of Hendon Urban District Council.
" - -	20	Station on Goldbeaters' Estate.
" - -	21	For protection of Goldbeaters' Estate.
" - -	22	For protection of Golder's Green Estates.

THE FOURTH SCHEDULE.

SECTIONS AND PROVISIONS OF THE ACTS OF 1902 AND 1909 WHICH ARE INCORPORATED WITH THIS ACT AND WHICH ARE REFERRED TO IN THE SECTION OF THIS ACT OF WHICH THE MARGINAL NOTE IS "INCORPORATION OF CERTAIN SECTIONS OF ACTS OF 1902 AND 1909."

Marginal Note of Section.	Number of Section.
ACT OF 1902.	
General provisions for protection of water gas hydraulic power and electric companies - - - - -	16
Motive power - - - - -	23
Provisions respecting use of electrical power - - - - -	25
For protection of Postmaster-General - - - - -	26
Power to deviate laterally - - - - -	42
Provisions as to cellars not referenced - - - - -	44
Company empowered or may be required to underpin or otherwise strengthen houses near railway - - - - -	45
Working of railways in connection with railways of Charing Cross Company - - - - -	47

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Marginal Note of Section.	Number of Section.	A.D. 1912.
<i>ACT OF 1902—continued.</i>		
Saving power of Board of Trade under section 18 of Light Railways Act 1896 - - - - -	48	
Landowners may exercise powers of Light Railways Act - - -	49	
Recovery of demands under fifty pounds - - - - -	61	
<i>ACT OF 1909.</i>		
Trustees may in certain cases invest in shares &c. - - -	29	

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