



ANNO DECIMO & UNDECIMO

VICTORIÆ REGINÆ.

Cap. cclxxxvii.

An Act to enable the *Great Northern Railway Company* to make certain Alterations in the Line and Levels of their Railway between *London* and the Neighbourhood of *Grantham*.

[22d July 1847.]

WHEREAS an Act was passed in the last Session of Parliament, called “The *Great Northern Railway Act, 1846* :” And whereas another Act was passed in the same Session, called “The *Stamford and Spalding Railway Act, 1846*,” and in accordance with the Provisions therein contained the Undertaking thereby authorized has been transferred to and is now vested in the *Great Northern Railway Company* : And whereas it is expedient that the said Company shall be empowered to make the Alterations herein-after mentioned in a Part of the Line already authorized of the *Great Northern Railway* : And whereas it is also expedient that some of the Provisions of the said recited Acts should be extended and enlarged ; but the Purposes aforesaid cannot be effected without the Authority of Parliament : May it therefore please Your Majesty that it may be enacted ; and be it enacted by the Queen’s most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament

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assembled,

Powers of recited Acts and Consolidation Acts extended to this Act.

assembled, and by the Authority of the same, That all the Provisions, Matters, and Things contained in the said recited Acts and in "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," so far as the same are now in force, and except such of them as are by this Act repealed, altered, or otherwise provided for, shall extend to this Act, and to the several Purposes and Things hereby authorized to be done, so far as the same Provisions, Matters, and Things are applicable thereto, as fully and effectually as if the same were repeated and re-enacted in this Act in reference to such Purposes and Things.

Short Title.

II. And be it enacted, That in citing this Act in other Acts of Parliament, and in legal and other Instruments, it shall be sufficient to describe it as "The *Great Northern Railway (Deviations between London and Grantham)* Act, 1847."

Railway to be made according to deposited Plans.

III. And whereas Plans and Sections showing the proposed Alteration in the Line and Levels of the said *Great Northern Railway*, and also Books of Reference to the said Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands in or through which the said intended Alterations and Deviations are intended to be made, have been deposited with the Clerks of the Peace for the Counties of *Middlesex, Hertford, Bedford, Huntingdon, Northampton, and Rutland*, and for the Parts of *Kesteven* in the County of *Lincoln*; be it enacted, That, subject to the Provisions in this Act and the recited Act contained, it shall be lawful for the Company to make the said Alteration and Deviations in the Line and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the Lands as shall be necessary for such Purpose.

Describing Deviations in Great Northern Line.

IV. And be it enacted, That the Company shall abandon the Formation of certain Portions of the Railways by the said Acts authorized, and in the Stead thereof to make and maintain the following new or substituted Lines of Railway, with all proper Works, Stations, Approaches, and Conveniences connected therewith, namely, a new or substituted Line of Railway commencing in the Field numbered 125 on the Plans referred to in the first-recited Act in the Parish of *North Mimms*, and terminating at the River *Lea*, numbered 114 on such Plans, in the Parish of *Hatfield* otherwise *Bishops Hatfield*, both in the County of *Hertford*; another new or substituted Line of Railway commencing in the Field numbered 5 on such Plans in the Parish of *Fletton* in the County of *Huntingdon*, passing thence in or through the several Places of *Saint John the Baptist Peterborough, Paston, Marholm, Glinton, Etton-cum-Woodcroft*, and terminating in the Field numbered on the same Plan 92 in the Parish of *Helpstone*; another new or substituted Railway commencing in the said Field numbered 11 in *Careby*, passing thence in or through the several Places of *Little Bytham, Castle Bytham, Counthorpe, Creeton, Swayfield, Corby, Burton Coggles, Basingthorpe-cum-Westby, South Stoke or Stoke Rochford, Great Ponton, Little Ponton, Spittlegate, Manthorpe cum Little Gonerby, Grantham, Great Gonerby, and Grantham*
Grange,

Grange, in the Parts of *Kesteven* in the County of *Lincoln*, and terminating in the said last-mentioned Parish in a Field numbered 28 on the said Plans lastly referred to.

V. And be it enacted, That the said Company are hereby empowered and required to abandon such Parts of the said Railway by the first-recited Act authorized to be constructed as were intended to be executed between the Points from and to which the new or substituted Lines of Railway are hereby authorized to be made; and all the Powers, Authorities, and Privileges which by the said recited Acts, or either of them, are given for making and maintaining the Portions of such Railway by this Act authorized to be abandoned, shall, from and after the passing of this Act, cease and determine.

Company to abandon Portions of Railway in the Stead of which new Lines will be made.

VI. And be it enacted, That the Railway shall be carried across the River *Nene* at *Peterborough* in the Manner described on the Plan deposited at the Admiralty, but no crossing of the *Nene* nor any Operations in the Neighbourhood shall be commenced until the said Company shall have submitted detailed Plans of such Crossing and Operations to, and the same shall have been approved of by, the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral, such Approval to be signified by Writing under the Hand of the Secretary of the Admiralty.

Bridge over the River *Nene* to be approved of by the Admiralty.

VII. And be it enacted, That during the Construction of the said Crossing and Works connected therewith the said Company shall cause to be hung out or exhibited every Night, from Sunset to Sunrise, a Light to be kept burning by and at the Expence of the Company for the Navigation and safe Guidance of Vessels, and for ever after the Completion of the said Crossing the said Company shall cause to be hung out or exhibited upon or near to the Centre of the said Crossing every Night, from Sunset to Sunrise, a good and sufficient Light to be kept burning by and at the Expence of the Company for the Navigation and safe Guidance of Vessels, and which Light shall be from Time to Time altered by the said Company in such Manner, and be of such Description, and be so used, as the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral shall by Writing under the Hand of the Secretary of the Admiralty approve of; and in case the said Company shall neglect to exhibit and keep either of such Lights burning as aforesaid, they shall forfeit and pay for every such Neglect the Sum of Ten Pounds.

Protecting River during the Construction of Works.

VIII. And be it enacted, That if any Work to be constructed by the Company across any tidal Water or navigable River, or if any Portion of the Railway which affects any such Water or River, or Access thereto, shall be abandoned by the Company, it shall be lawful for the Lord High Admiral, or the Commissioners for executing the Office of Lord High Admiral, to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition at the Cost and Charge of the Company, and the Amount thereof shall

If Works over River abandoned by Company, Admiralty may remove same.

shall be a Debt due from the Company to the Crown, and be recoverable accordingly.

Power to divert Regent's Canal.

IX. And be it enacted, That it shall be lawful for the Company (in case they shall so agree with and under the Consent of the Company of Proprietors of the *Regent's Canal* under their Common Seal) to divert the *Regent's Canal* between the upper End of the Lock next above *Somer's Bridge* and *Maiden Lane Bridge*, near the Basin thereof, and near to *Maiden Lane* aforesaid, within the Parishes of *Saint Pancras* and *Saint Mary Islington* in the County of *Middlesex*, and to make a new Channel for the said Canal, and also to alter the Level thereof between the Points aforesaid in the Line and upon the Lands delineated upon the said first-mentioned deposited Plans, and to stop up so much of the old Bed of such Canal as shall be rendered unnecessary by such Diversion as aforesaid.

Saving Rights of the Regent's Canal Company.

X. And be it enacted, That all the Clauses, Provisions, Enactments, Matters, and Things contained and enacted in the firstly herein-before recited Act relating to the *Regent's Canal*, and to the Company of Proprietors of the *Regent's Canal*, and to the proposed Works of the Company thereby incorporated as affecting the said *Regent's Canal*, shall (except so far as is herein otherwise specially enacted) extend and be applicable to the same Canal and Company of Proprietors with relation to the Works authorized by this Act, and to such Works as affecting the same Canal and Company of Proprietors.

If Regent's Canal diverted, a new Indent to be made from it to the Works of the Imperial Gas Company.

XI. And whereas the Works of the *Imperial Gaslight and Coke Company* on the North Side thereof abut on the present Line of the said *Regent's Canal*, and the said Gas Company have also Access to the said Canal by means of an Indent or Basin on the East Side of their said Works, which Indent or Basin is numbered 6 on the deposited Plan, and a free and uninterrupted Communication between the said Works and the Main Line of the said Canal is essential to the convenient carrying on of the Business of the said Gas Company; be it therefore enacted, That the said Railway Company shall, in case they shall avail themselves of the Powers hereby given to them for or in respect of the Diversion of the said Canal, at their own Costs and Charges, cause a new Indent or Basin leading out of the new Line of the said Canal, and direct to the said Works of the said Company, and on the Eastern Side of the present Indent or Basin, to be constructed and made, with all proper Works and Approaches thereto, in such Manner and in such Course as shall be approved of by the Engineers for the Time being of the said respective Companies, so as to afford to the said Gas Company the like Communication from the said Works to the said intended Indent or Basin as is now enjoyed by them in order that the Coals may be conveyed to the Coal Stores, and other Articles and Things be conveyed to and from the Warehouses and Works of the said Company, in like Manner, and as freely and at as little Expence, as the same are at present conveyed; and all the Works, Matters, and Things necessary for such Purposes shall be done in a workmanlike Manner at the sole Costs of the said Railway Company, and to the reasonable Satisfaction of the Engineer for the Time being of the said Gas Company.

XII. And

XII. And whereas Part of the Soil on which the intended new Basin will be constructed as herein-before provided belongs to the said Gas Company, and it is expedient that the whole of the said Indent, when constructed, should be vested in them and be under their absolute Control; be it enacted, That from and after the Formation of the said new Indent or Basin the whole of the Soil thereof shall become and be for ever absolutely vested in the said Gas Company and their Successors for their Use and Benefit, and that the present Indent and Basin, when emptied, shall be filled up with proper Materials, and levelled in a workmanlike Manner, by and at the Expence of the said Railway Company.

The Soil of the new Indent to belong to the Gas Company.

XIII. And whereas the Northern Part of the Works of the said Gas Company is now bounded as aforesaid by the present Line of the said *Regent's* Canal proposed to be altered by the said Railway Company, which forms a Protection to the same Works; be it enacted, That in the event of the said Railway Company diverting the said Canal, such Part of the Line of the said present Canal lying to the North of the Works of the said Gas Company as abuts on the same Works to the Extent of the whole Width of the said Canal, and which is so proposed to be diverted and altered as aforesaid, shall, when emptied of Water, be filled up and levelled by and at the Costs of the said Railway Company to the reasonable Satisfaction of the Surveyor of the said Gas Company, and shall when so levelled be sold and conveyed to the said Gas Company, if the said Gas Company shall elect to purchase the same, at such Price as may be mutually agreed on between the said Companies; and in case the said Parties shall differ about the same, then the Price shall be determined by reference to Arbitration in manner provided by the "Lands Clauses Consolidation Act, 1845," with reference to the settling of Cases of disputed Compensation by Arbitration.

The Part of the Canal intended to be stopped which abuts on the Gas-works to be sold to the Gas Company.

XIV. And be it enacted, That neither the Passage along the present Line of the said Canal to the said Basin, nor the Communication from the said Basin to the Works of the said Gas Company, shall be stopped up or interrupted by the said Railway Company until the Canal in the proposed new Direction and new Indent and Basin, and the Communication herein-before provided to be made from the said new Basin to the Works of the said Gas Company, shall be open and ready for Use, except for the Space of Three clear Days, so that the said Gas Company may at all Times, except for such Space of Three clear Days, have a free Communication between their Works and the Main Line of the said Canal, and the Use of the Indent or Basin intended to be made, and the Communication from the said Basin to their Works in as full and effectual a Manner as at present.

The present Communication between the Canal and the Works not to be interrupted until the new Communication is opened.

XV. And whereas in the first-recited Act certain Provisions were enacted for the Protection of the Estate, Rights, and Interests of the *Imperial* Gaslight and Coke Company; be it enacted, That nothing in this Act contained shall be held or construed to alter, prejudice, or affect the said Provisions, excepting so far as the same are expressly varied by this Act.

Clauses in Act of last Session for Protection of Gas Company not to be affected.

Power to
cross certain
Roads on a
Level.

XVI. And be it enacted, That it may be lawful for the Company to construct the said new Lines of Railway across and upon the Level of the Turnpike Roads and public Roads numbered on the first-mentioned deposited Plans as follows; (that is to say,) Number 60 in the Parish of *Hatfield*, Number 8 in the Parish of *Saint John the Baptist, Peterborough*, Numbers 29 and 86 in the Parish of *Paston*, Numbers 6 and 12 in the Parish of *Etton-cum-Woodcroft*, Numbers 4, 11, and 18 in the Parish of *Helpstone*; Number 40 in the Parish of *Swayfield*, and Number 176 in the Parish of *Grantham*.

Company to
erect Station
or Lodge at
Points of
crossing.

XVII. And be it enacted, That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the before-mentioned Roads shall be so crossed on a Level, and the Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Commissioners of Railways; and if the Company shall fail to erect or at all Times maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the Crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Regulating
Inclination of
Approaches
to Bridges.

XVIII. And be it enacted, That in carrying the Railways over the Roads numbered on the said deposited Plans as herein-after mentioned it shall be lawful for the Company, notwithstanding any thing in "The Railways Clauses Consolidation Act, 1845," contained, to construct the Bridges over the said Roads of the Dimensions following; (that is to say,) Numbers 47 and 92 in the Parish of *Hatfield* of Twenty-five Feet Span and Fourteen Feet Height respectively, Number 16 and 25 in the Parish of *Fletton* of Thirty Feet Span and Fourteen Feet Height respectively, Number 69 in the Parish of *Saint John the Baptist, Peterborough*, of Thirty Feet Span and Fourteen Feet Height, and Number 28 in the Parish of *Grantham* of Thirty Feet Span and Twenty-five Feet Height.

Regulating
Construction
of Bridge
over Syston
and Peter-
borough
Railway.

XIX. And whereas the said Deviation of the *Great Northern* Railway hereby authorized between *Fletton* and *Helpstone* is intended to be carried over the *Syston and Peterborough* Branch of the *Midland* Railway in the Parish of *Fletton* aforesaid, and it is expedient that Provisions should be inserted herein for the Prevention of any Injury or Obstruction to the last-mentioned Railway; be it therefore enacted, That the said Deviation hereby authorized to be made shall be carried over the *Northampton and Peterborough* Railway, and over the said *Syston and Peterborough* Branch of the *Midland* Railway, by means of a Bridge or Arch of not less than Sixty Feet Span measured on the Square, and that the Soffit of such Bridge or Arch shall be nowhere less than Fifteen Feet in Height above the Rails of the said *Syston and Peterborough* Railway, and that the Company shall construct on the Northern Side of the last-mentioned Arch,

Arch, and immediately contiguous thereto, another Arch of not less than Twenty-five Feet Span measured on the Square, nor less than Fifteen Feet in Height above the Level of the said Rails at the Point of crossing shown on the said Section, and that, subject to the before-mentioned Restrictions, the said Works shall be constructed in a good and substantial Manner, and to the reasonable Satisfaction of the Engineer for the Time being of the said *Midland* Railway Company; and if any Dispute shall arise between the Engineer of the *Great Northern* Railway Company and the Engineer of the *Midland* Railway Company with respect to such Works the same shall be referred to the Arbitration of some Engineer to be named by them jointly, and if they disagree in [the Appointment of such Engineer the same shall be referred to an Umpire to be appointed by the Commissioners of Railways.

XX. And be it enacted, That it shall be lawful for the *Great Northern* Railway Company and the *Midland* Railway Company to enter into such Agreements and Arrangements as may be necessary for the Purpose of carrying the Line of such Deviation as near as practicable to the Line of the *Syston and Peterborough* Branch of the *Midland* Railway, the said *Great Northern* Railway Company making full Compensation and Satisfaction to the *Midland* Railway Company in respect of any Damage that may occur to their Railway, and also for and in respect of any Land belonging to the *Midland* Railway Company which may be necessary to be taken by the said *Great Northern* Railway Company for such Purposes, such Compensation and Satisfaction, in case of Difference between the said Companies, to be settled by Arbitration in the Manner provided by the "Lands Clauses Consolidation Act, 1845."

Power to the *Great Northern* and *Midland* Railway Companies to enter into Arrangements.

XXI. Provided always, and be it enacted, That it shall not be lawful for the *Great Northern* Railway Company to divert the Line of the said Deviation at the Point of crossing the said *Syston and Peterborough* Railway from the centre Line of the said Deviation, as delineated upon the said deposited Plans, without the Consent in Writing of the said *Midland* Railway Company first obtained.

Line not to be diverted at Point of crossing.

XXII. And be it enacted, That any Junction of the said last-mentioned Deviation with the said *Syston and Peterborough* Branch of the *Midland* Railway, and all such Openings in the Ledges or Flanches of the said last-mentioned Branch Railway as may be necessary or convenient for effecting such Junction, shall be made under the Direction and Superintendence of the Engineer for the Time being of the *Midland* Railway Company.

As to Junction with the *Midland* Railway.

XXIII. And be it enacted, That nothing in this Act contained shall extend to authorize or enable the *Great Northern* Railway Company to take or enter upon any of the Lands or Grounds of the said *Midland* Railway Company, or to alter, vary, or interfere with the said *Syston and Peterborough* Branch of the *Midland* Railway, or any of the Works thereof, or any Land which the said *Midland* Railway Company have the Power of purchasing, further or otherwise than

Not to take Lands, &c. of the *Midland* Railway Company without Consent.

than [is hereby expressly authorized, without the Consent in Writing of the *Midland* Railway Company in every Instance for that Purpose first had and obtained.

Certain Roads may be raised over Railway.

XXIV. Provided always, and be it enacted, That if it shall seem expedient to the Commissioners of Railways that any Turnpike Roads, Highways, and Accommodation Crossings which it is the Intention of the Company to cross on the Level thereof between the Turnpike Road numbered on the first-mentioned Plans 8, in the Parish of *Saint John the Baptist, Peterborough*, and the public Road numbered on the same Plans 11, in the Parish of *Helpstone*, should be carried over the Railway and over the *Syston and Peterborough* Railway, and if the said Commissioners shall by a Warrant under the Hands of any Two of them require the Company to carry the said Roads over the Railway, and over the *Syston and Peterborough* Railway, and the *Midland* Railway Company shall consent to the same, the said Company shall, within Six Months after they shall have received such Warrant, so carry the Roads accordingly.

Part of Expence in certain Cases to be shared by the *Midland* Railway Company.

XXV. Provided also, and be it enacted, That if by reason of the Construction of any such Bridges the *Midland* Railway Company shall be saved from the Maintenance of any Lodges or Stations at such Crossings, or other Expence connected therewith, the said Commissioners shall be at liberty to require that such Portion of the Expence of any such Bridge as the said Commissioners may determine to be equivalent to the Expence so saved to the *Midland* Railway Company shall be borne by the last-named Company, and may withhold their Order for the Construction of such Bridge, unless and until the same Company shall have contributed such Part of the Expence as aforesaid.

Saving the Rights of the *Midland* Railway Company.

XXVI. Provided always, and be it enacted, That nothing in this Act contained shall extend to prejudice, diminish, alter, or take away further or otherwise than is herein expressly authorized any of the Rights, Privileges, Powers, or Authorities vested in the *Midland* Railway Company.

As to Station at *Grantham*.

XXVII. And whereas it would be a public Convenience if a joint Station or contiguous Stations for the Use of the said *Great Northern* Railway Company and the *Ambergate, Nottingham, and Boston and Eastern Junction* Railway Company were constructed at or near to the Town of *Grantham*; be it enacted, That the said *Great Northern* Railway Company shall not take or use any Lands belonging to the said *Ambergate, Nottingham, and Boston and Eastern Junction* Railway Company, or which they have Power to purchase by Compulsion under an Act passed in the last Session of Parliament, and defined on the Plans of such Railway referred to in the same Act, or to construct or lay down any Works upon such Lands, except for the Purpose of constructing their Main Line, and of constructing the Canal Branch in the Contingency herein-after provided for, together with and in conjunction with a Station for the joint Use, or contiguous Stations for the separate Use, of the Two Companies upon such Plans, and subject to such Terms and Provisions as to the Construction of such Main

Line, and such Station or Stations, and the Use thereof, and the Proportions in which the Expences of constructing, maintaining, and using the same shall be borne by the said Companies respectively, as shall be agreed upon by the Engineers for the Time being of the said Two Companies; and in case any Dispute or Difference shall arise between the said Engineers with respect to such Plans, Terms, and Provisions, such Dispute or Difference shall be determined by the Commissioners of Railways, or by some Person to be appointed by them, whose Decision shall be binding upon all Parties.

XXVIII. And whereas the *Ambergate, Nottingham, and Boston and Eastern Junction* Railway Company have Authority by the Act incorporating the same Company to construct a Branch Railway from the Railway thereby authorized to the *Grantham Canal*, which Branch Railway is nearly identical with the Branch Railway intended to be authorized by this Act; be it enacted, That if the same Company shall, within Three Years from the passing of this Act, proceed with the Construction of the said Canal Branch, and shall by Deed under their Common Seal grant to the *Great Northern* Railway Company, their Successors and Assigns, the Power to use the same Branch, with their Engines and Carriages, upon such Terms as in case of Difference between the Two Companies shall be settled by Arbitration in the Manner prescribed by the Railways Clauses Consolidation Act, 1845, then and in such Cases nothing in this Act contained shall enable the *Great Northern* Railway Company to construct the Branch Railway to the said Canal shown on their said deposited Plans: Provided nevertheless, that in the Use of the said Branch Railway and of the Station of the *Ambergate, Nottingham, and Boston and Eastern Junction* Railway Company the *Great Northern* Railway Company shall abide by all such Rules and Regulations as the Commissioners of Railways may from Time to Time prescribe.

As to Branch to Grantham Canal.

XXIX. Provided always, and be it enacted, That nothing herein contained shall in anywise alter or affect the Rights, Privileges, or Powers of the said *Ambergate, Nottingham, and Boston and Eastern Junction* Railway Company otherwise than as herein-before expressly provided.

Saving the Rights of Ambergate, &c. Railway Company

XXX. And be it enacted, That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Four Years from the passing of this Act.

Limiting Period for compulsory Purchase

XXXI. And be it enacted, That the said new Lines of Railway shall be completed within Six Years from the passing of this Act, and on the Expiration of such Period the Powers by this Act granted to the Company for executing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Period for the Completion of Works.

XXXII. And be it enacted, That it shall be lawful for the Company to demand and receive for and in respect of the said new or substituted Lines of Railway the same Tolls and Charges as they

Same Tolls to be taken as on original Line.

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are by the said recited Acts authorized to demand and receive for and in respect of the Railways by such Acts authorized to be constructed.

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

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

Saving the Rights of the Crown.

XXXIV. And be it enacted, That nothing contained in this Act, or in the Acts herein recited or referred to, shall extend to authorize the Company to purchase, take, or use any Land or Soil, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, or any Two of them, first had and obtained for that Purpose, and which such Commissioners, or any Two of them, are hereby authorized and empowered to give, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors.

Railways to be subject to the Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., and 9 & 10 Vict. cc. 57. & 105.

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

Railways to be subject to Provisions of any future general Act.

XXXVI. Provided always, and be it enacted, That nothing herein contained shall be deemed to exempt the Railways by this or the said recited Acts authorized to be made from the Provisions of any general Act relating to such Acts, or of any general Act relating to Railways, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration,

Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act.

XXXVII. And be it enacted, That all the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, or preparatory or incident thereto, shall be paid and discharged out of the Funds of the Company, in preference to all other Payments whatsoever. Expences
of Act.

XXXVIII. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such. Public Act.

LONDON: Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1847.