



CHAPTER xciii.

An Act to authorise the Great Eastern Railway Company to widen and improve parts of their existing railways in the counties of Essex Middlesex Cambridge and Suffolk and to execute other works and to confer upon them other powers in relation to their undertaking; and for other purposes. A.D. 1885.
[16th July 1885.]

WHEREAS it is expedient that the Great Eastern Railway Company (in this Act called "the Company") should be authorised:—

To widen and improve certain parts in this Act mentioned of their railways in the counties of Essex Middlesex Cambridge and Suffolk;

To divert the public road herein-after mentioned in the parish of Thetford Saint Peter in the county of Norfolk;

To alter and extend the bridge herein-after mentioned by which the London Tilbury and Southend Railway is carried over the Company's North Woolwich Branch Railway;

To alter and extend the bridge herein-after mentioned carrying the Hills Road over the Company's main line near the Cambridge Station;

To divert and alter the public footpath herein-after mentioned in the parish of East Dereham in the county of Norfolk;

To stop up the level crossings herein-after in that behalf mentioned; and

To purchase the additional lands herein-after in that behalf mentioned:

And whereas it is expedient that the respective times limited by Parliament for the compulsory purchase of lands for the purposes of certain of the authorised works of the Company and for the completion of certain railways improvements of railways and works in this Act mentioned should be extended and where necessary revived:

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And whereas it is expedient that the Company should be authorised to abandon the following railways (which have been rendered unnecessary by the construction of other railways) and the following tramways (which cannot be constructed so as to be properly worked in connexion with existing tramways of the Company with which they were intended to unite) that is to say:—

The railway in the parish of Thorpe Saint Andrew in the county of Norfolk authorised by section 7 subsection (D) of the Great Eastern Railway Act 1879;

The railway (No. 2) in the county of Norfolk authorised by section 4 subsection (D) of the East Norfolk Railway Act 1879;

The tramways (Nos. 1 2 and 3) in the parish of Wisbech Saint Peter in the Isle of Ely in the county of Cambridge authorised by section 43 of the Great Eastern Railway Act 1882 (herein-after called "the Act of 1882"):

And whereas by the Great Eastern Railway Act 1874 (herein-after called "the Act of 1874") the Company were authorised to make execute and maintain the quay in the parish of Ramsey in the county of Essex in or near the River Stour now known and herein-after in this Act referred to as "the Parkeston Quay":

And whereas by the Great Eastern Railway Act 1877 (herein-after called "the Act of 1877") the Company were authorised for the purposes of the Parkeston Quay to create and issue a separate capital not exceeding 250,000*l.* and the Company by resolution created such separate capital but no part thereof was issued:

And whereas by the Great Eastern Railway (General Powers) Act 1883 (herein-after called "the Act of 1883") the amount of such separate capital was increased to 500,000*l.* and the Company were empowered to cancel any resolution creating the separate capital authorised by the Act of 1877:

And whereas no part of the said separate capital of 500,000*l.* has been issued but the Company have expended moneys forming part of their general capital upon the construction of the Parkeston Quay and it is expedient that the Company should be authorised to raise further money as part of their general capital in lieu of the moneys so expended and for the purposes of further works in connexion with the said Parkeston Quay and that the provisions of the Act of 1877 and of the Act of 1883 with respect to the said separate capital should be accordingly repealed and the resolution of the Company creating the same as aforesaid should be cancelled:

And whereas it is expedient that the Company be empowered to apply their funds for the purposes of this Act and for those

purposes and the general purposes of the Company to raise further money : A.D. 1885.

And whereas under the powers of the Act of 1874 and the Great Eastern Railway Act 1876 and the Act of 1877 and the Great Eastern Railway Act 1878 the Company have created and issued preference stock called the Great Eastern Five per Centum Preference Stock 1876 (in this Act referred to as "the preference stock of 1876") to the amount of one million pounds :

And whereas under the powers of the Great Eastern Railway (Northern Extensions) Act 1878 the Company have created and issued preference stock called the Great Eastern Railway (Northern Extension) Five per Centum Preference Stock (in this Act referred to as "the Northern Extension stock") to the amount of one million five hundred thousand pounds and such stock ranks as regards priority of payment of dividend next after the preference stock of 1876 :

And whereas the preference stock of 1876 and the Northern Extension stock were issued upon the terms of being redeemable by the Company on the first day of January one thousand eight hundred and eighty-eight or on the first day of January in any subsequent year on three months notice being given to the proprietors thereof and on payment of one hundred and five pounds for every one hundred pounds of such stock and in order to enable the Company to redeem the same or either of them in accordance with the terms of issue it is expedient that they should be empowered to raise further capital for that purpose and that the other provisions herein-after contained in that behalf should be made :

And whereas plans and sections describing the lines situations and levels of the works by this Act authorised and of the works the periods for completing which had expired and plans of the lands which are subject to the compulsory powers of purchase conferred by this Act and (where the periods for completing the works for which lands have been authorised to be taken compulsorily had expired) plans of the lands so authorised to be taken and books of reference to such plans respectively containing the names of the owners or reputed owners and the lessees or reputed lessees and of the occupiers of such lands were duly deposited as follows (that is to say) :—

In the case of all works and lands in the county of Essex with the clerk of the peace for that county ;

In the case of all works and lands in the county of Suffolk with the clerk of the peace for that county ;

In the case of all works and lands in the county of Norfolk with the clerk of the peace for that county ;

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In the case of all works and lands in the county of Cambridge with the clerk of the peace for that county ;
In the case of all works and lands in the county of Middlesex with the clerk of the peace for that county ;
In the case of all works and lands in the county of Hertford with the clerk of the peace for that county ;
In the case of all works and lands in the county of Huntingdon with the clerk of the peace for that county ;
and the said plans sections and books of reference respectively are in this Act referred to as the deposited plans sections and books of reference :

And whereas the objects 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 assembled and by the authority of the same as follows (that is to say) :

Short title.

1. This Act may be cited as the Great Eastern Railway (General Powers) Act 1885.

Incorporation of general enactments.

2. The following enactments (as far as they are applicable for the purposes of and are not inconsistent with or expressly varied by this Act) are hereby incorporated with and shall be part of this Act (that is to say) :—

The provisions of the Companies Clauses Consolidation Act 1845 with respect to the several matters following namely :—

The distribution of the capital of the Company into shares ;

The transfer and transmission of shares ;

The payment of subscriptions and means of enforcing the payment of calls ;

The forfeiture of shares for non-payment of calls ;

The remedies of creditors of the Company against the shareholders ;

The borrowing of money ;

The conversion of the borrowed money into capital ;

The consolidation of shares into stock ;

The making of dividends ;

The giving of notices ; and

The provision to be made for affording access to the special Act ;

and Parts I. II. and III. of the Companies Clauses Act 1863 relating respectively to cancellation and surrender of shares to additional capital and to debenture stock ;

The Lands Clauses Consolidation Acts 1845 1860 and 1869 as (A.D. 1885.)
 the same are amended by the Lands Clauses (Umpire) Act
 1883 (in this Act referred to as the Lands Clauses Acts);

The Railways Clauses Consolidation Act 1845 and Parts I. and
 II. of the Railways Clauses Act 1863 (relating respectively to
 construction of a railway and to extension of time).

3. In this Act the several words and expressions to which Interpreta-
 tion.
 meanings are assigned by the Acts wholly or partially incorporated
 herewith shall have the same respective meanings unless there be
 something in the subject or context repugnant to such construction
 and for the purposes of this Act the expression "superior courts"
 or "court of competent jurisdiction" or any other like expression
 in this Act or any Act wholly or partially incorporated herewith
 shall be read and have effect as if the debt or demand with respect
 to which the expression is used were a simple contract debt and
 not a debt or demand created by statute.

4. With respect to lands within the metropolis as defined by Interpreta-
 tion of term
 "parish
 clerks" &c.
 the Metropolis Management Act 1855 and the Acts amending the
 same the expressions "parish clerks" and "clerks of the several
 parishes" in sections seven eight and nine of the Railways Clauses
 Consolidation Act 1845 shall with reference to the Company and
 as regards those parishes or extra-parochial places in which by
 the standing orders of either House of Parliament plans sections
 and other documents are required to be deposited with the clerk of
 the vestry of the parish or with the clerk of the district board for
 the district in which the parish or extra-parochial place is included
 mean in the first case the vestry clerks of those parishes and in the
 second case the clerks of those district boards respectively.

5. Subject to the provisions of this Act the Company from time Power to
 execute
 works shown
 on plans and
 sections.
 to time may make execute and maintain in the lines and within the
 limits of lateral deviation shown on the deposited plans and accord-
 ing to the levels shown on the deposited sections the widenings and
 improvements of railways and other works described in this Act
 with all proper stations sidings approaches works and conveniences
 in connexion therewith respectively and may enter on take and use
 such of the lands delineated on the deposited plans and described
 in the deposited books of reference as may be required for those
 purposes.

6. The widenings and improvements of railways which the Description
 of widenings
 and improve-
 ments of
 railways.
 Company are by this Act authorised to make execute and maintain
 comprise the widening and improvement of the following railways

A.D. 1885. — respectively and the laying down thereon respectively of an additional line or additional lines of rails (that is to say):—

- (A) A widening and improvement (No. 1) of the Company's Loughton and Ongar Branch Railway commencing at a point 10 chains or thereabouts north-eastwardly from Loughton Station and terminating at a point $2\frac{1}{2}$ chains or thereabouts south-westwardly from Chigwell Lane Station;
- (B) A widening and improvement (No. 2) of the said Loughton and Ongar Branch Railway commencing at a point 10 chains or thereabouts north-eastwardly from Chigwell Lane Station and terminating in the parish of Theydon Bois at a point 4 chains or thereabouts southwardly from Theydon Bois Station;
- (C) A widening and improvement (No. 3) of the said Loughton and Ongar Branch Railway commencing at a point $7\frac{1}{2}$ chains or thereabouts northwardly from Theydon Bois Station and terminating at a point $5\frac{1}{2}$ chains or thereabouts southwardly from Epping Station;
- (D) A widening and improvement (No. 4) of so much of the railway from Colchester to Hythe as lies between the eastern end of Colchester (North) Station and the Hythe Station;
- (E) A widening and improvement (No. 5) of the railway from Hythe to Wivenhoe commencing at a point 3 chains or thereabouts south-eastwardly from Hythe Station and terminating at or near the mile-post indicating $3\frac{1}{4}$ miles from Colchester (North) Station;
- (F) A widening and improvement (No. 6) of the said railway from Hythe to Wivenhoe commencing at or near the last-mentioned mile-post and terminating at or near a point 7 chains westwardly from Wivenhoe Station;
- (G) A widening and improvement (No. 7) of the branch railway from Eastgate Junction to Saint Botolph's Station Colchester commencing at or near Eastgate Junction and terminating at or near a point $1\frac{1}{2}$ chains eastwardly from the centre of the bridge carrying the said branch railway over the River Colne;
- (H) A widening and improvement (No. 8) of the branch railway from Saint Botolph's Station Colchester to Hythe commencing at or near a point $1\frac{1}{2}$ chains eastwardly from the centre of the bridge carrying the said branch railway over the River Colne and terminating at or near a point 2 chains north-westwardly from the Hythe signal-box;
- (I) A widening and improvement (No. 9) of the Tendring Hundred Railway commencing at or near a point 5 chains

westwardly from the booking-office of Thorrington Station and terminating at or near a point 8 chains eastwardly from the said booking-office ;

(K) A widening and improvement (No. 10) of the Tendring Hundred Railway commencing at or near a point $7\frac{1}{2}$ chains westwardly from Great Bentley Station and terminating at or near a point 8 chains westwardly from Weeley Station ;

(L) A widening and improvement (No. 11) of the Tendring Hundred Railway commencing at or near a point 3 chains eastwardly from Weeley Station and terminating at or near a point 10 chains westwardly from Thorpe Station ;

(M) A widening and improvement (No. 12) of the Company's main line on the south side in the hamlet of Mile End Old Town in the county of Middlesex commencing at or near the bridge carrying the said main line over James Street and terminating at a point about 5 chains east of the bridge carrying the said main line over Globe Road ;

(N) A widening and improvement (No. 13) of the Company's Newmarket and Bury Railway commencing at or near Kennett Station and terminating at a point 8 chains or thereabouts eastwardly from the engine-shed of Bury Saint Edmunds Station.

7. The other works herein-before referred to and authorised by this Act are the following (that is to say) :— Other works

(O) A diversion wholly situate in the parish of Thetford Saint Peter in the county of Norfolk of the public road leading from Thetford to Two Mile Bottom and Mundford now crossing the Company's Ely and Norwich Railway on the level at the Thetford Station and upon the completion and opening to the public of such diversion all public and other rights of way over the said railway at the point at which the said public road now crosses the same on the level shall be by this Act extinguished and the Company may thereupon stop and discontinue the said level crossing ;

Provided that the Company shall for the purpose of enabling persons on foot to cross over the railway at or near the site of the said level crossing maintain the footbridge over the railway now existing at that spot and allow persons on foot at all times to cross and recross the railway by means of the same : Provided that the Company shall be at liberty to alter the said footbridge or to erect and maintain another footbridge in lieu thereof as they may from time to time think fit.

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(P) An alteration and extension of the bridge in the parish of West Ham in the county of Essex carrying the London Tilbury and Southend Railway over the North Woolwich Branch Railway of the Company ;

Provided that in making this alteration and extension of the said bridge the London Tilbury and Southend Railway shall be carried over the Manor Road when diverted on a straight girder bridge constructed so as to give a not less headway in any case than the headway of the existing bridge measuring from the existing roadway and having a clear span of forty feet at least between the abutments. The West Ham Local Board may at their own cost lower the level of the diverted Manor Road under the said bridge and on each side thereof but such lowering shall not interfere with or endanger the safety of the railway and works of the Company or those of the London Tilbury and Southend Railway Company.

(Q) An alteration and extension of the bridge in the parish of Saint Andrew-the-Less in the county of Cambridge carrying the Hills Road over the main line of the Company near the Cambridge Station ;

Provided that the Company shall not in executing the said alteration and improvement diminish the width of the approach road numbered 3 on the deposited plans in the said parish of Saint Andrew-the-Less so as to make it in any part of less width than twenty-four feet : And the said alteration and extension and all works connected therewith shall for the purposes of the provisions of sections 18 to 23 both inclusive of the Railways Clauses Consolidation Act 1845 be deemed to be the construction of a railway.

For protection of London and North-western Railway Company.

8. The Company shall not without the consent in writing of the London and North-western Railway Company under their common seal in executing the Hills Road Bridge alteration and extension (Q) acquire or interfere with any property belonging to that company or in which they are interested or any part or parts thereof and the Company shall not under the powers of this Act enter upon take or use any land belonging or reputed to belong to the London and North-western Railway Company in the parish of West Ham except in accordance with the provisions of section 15 of the Great Eastern Railway (General Powers) Act 1878.

Cambridge Improvement Commissioners and Corporation to pay 500*l.* for

9. In constructing the alteration and extension of the bridge in the said parish of Saint Andrew-the-Less carrying the Hills Road over the main line of the Company near the Cambridge Station the Company shall alter the existing bridge and the approaches thereto so as to make the road and pathways on each side thereof over the same of a clear width of thirty-six feet throughout with pathways

properly kerbed such road and pathways to be made according to plans to be submitted to the local authorities by the Company and agreed to by them : Provided that if the local authorities so require the footpaths shall be protected by light iron railings. Upon the completion of the said alteration the Cambridge Improvement Commissioners and the mayor aldermen and burgesses of Cambridge shall jointly pay or cause to be paid to the Company the sum of five hundred pounds towards the cost thereof and the Company may recover the same from the said commissioners and mayor aldermen and burgesses by action in the High Court of Justice. If any dispute or difference shall arise between the Company and the local authorities as to the said plans such dispute or difference shall be determined by an arbitrator to be appointed by the Board of Trade upon the application of the local authorities and the Company or any or either of them.

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works in
connexion
with Hills
Road altera-
tion.

10. For the protection of the Cambridge University and Town Waterworks Company (herein referred to as "the waterworks company") the following provisions shall have effect:—

For the pro-
tection of the
Cambridge
University
and Town
Waterworks
Company.

- (1) The Company shall before commencing the alteration and extension by this Act authorised of the bridge in the parish of Saint Andrew-the-Less in the county of Cambridge and any works in connexion therewith (other than works which the Company are entitled to construct without the authority of this Act) upon the site of or which would interfere with the mains or pipes of the waterworks company give fourteen days notice in writing to the waterworks company of their intention to commence the construction of such works with plans sections and specifications of the mode in which they propose to construct the same and the Company shall before interfering with the said mains and pipes of the waterworks company or commencing the construction of any works over the site thereof provide at their own expense if the same are reasonably necessary substituted mains or pipes of at least equal capacity to the mains and pipes so interfered with or over the site of which the said works are proposed to be constructed and shall carry such substituted mains and pipes under or over the railway in such manner as the waterworks company shall reasonably require such substituted mains and pipes and all works connected therewith shall be constructed in such line and manner as the engineer to the waterworks company shall reasonably direct;
- (2) If through any failure or want of repair in the alteration and extension of the said bridge or the approaches thereto by this Act authorised in connexion therewith any interruption be

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occasioned to the water supply the Company shall pay to the waterworks company as ascertained damages a sum of ten pounds per day for every day on which such interruption shall occur and shall further indemnify the waterworks company from any penalty to which they may become liable in consequence of such interruption except as is in this Act expressly enacted nothing therein contained shall be construed to alter repeal prejudice or otherwise affect the rights privileges powers or interests of the waterworks company nor shall that company be debarred from making from time to time such alterations repairs and enlargements of their pipes as they might have made if this Act had not been passed ;

- (3) Any difference between the Company and the waterworks company touching any of the matters referred to in this section shall be determined unless otherwise agreed by an arbitrator to be appointed on the application of either party by the Board of Trade . The decision of such arbitrator shall be final and conclusive and the costs of such arbitration shall be in his discretion.

Existing level crossings may be maintained.

11. In executing and maintaining the widenings and improvements of railways by this Act authorised the Company may lay down and maintain an additional line of railway across and on the level of the several roads which either of the existing railways so widened and improved crosses on the level and may (except as otherwise provided) construct the bridges and arches for effecting such widenings and improvements of the same height width span and dimensions as the existing bridges and arches but no such additional line shall be laid down where a road is already crossed on the level by two or more lines of railway.

For protection of West Ham Local Board.

12. For the protection of the West Ham Local Board (in this section referred to as the "local board") the following provisions shall have effect (that is to say) :—

- (A) Notwithstanding anything in this Act contained the Company shall before they remove the footbridge at present existing over the North Woolwich Branch Railway adjacent to Star Lane and Stephenson Street in the district of West Ham erect and ever afterwards maintain in proper condition and repair for the convenience and safety of foot passengers another footbridge giving equal access across the said railway within a distance of twenty yards north or south of the site of the present bridge provided that the Company shall be at liberty to extend the existing footbridge over the widened line in lieu of constructing a new footbridge ;

(B) Before taking or acquiring any portion of Stephenson Street in the district of West Ham as shown on the deposited plans—

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- (1) The Company shall acquire at their own expense land on the west side of the said street of such an area and shape as shall in the opinion of the local board be reasonably sufficient and suitable to secure a width and line of street equal to that at present existing: Provided that if the Company before commencing such works supply to the local board a plan showing that the Company can so construct the retaining wall of their works on the east side of Stephenson Street that the top or a portion thereof can be made available for use by the public as a part of the street and such plan is approved by the local board then the Company shall construct their works in strict accordance with such plan and so much of the top of the said wall as shall be so considered available shall not be reckoned as withdrawn from the street in considering the area of land to be acquired by the Company on the west side thereof;
- (2) The Company shall also at their own cost and expense level pave metal flag channel and make good and provide with proper means of lighting the piece of land so to be acquired by them and the said top of the said wall or the portion thereof as aforesaid as the case may be to the satisfaction of the local board and in levelling the same no steeper incline towards the Barking Road shall be made than one foot in twenty-five feet;
- (3) The Company shall also dedicate as a street such piece of land and upper surface of the said wall as shall be necessary for the use of the same as a street and do and execute at their own cost and expense and shall concur in the doing of all necessary acts things and assurances to effect such dedication;
- (4) The Company shall if the local board deem it necessary also at their own expense remove the drinking fountain and the urinal at present situate near the junction of Stephenson Street and Barking Road to such adjacent sites as the local board shall direct and shall when so required by the local board rebuild reinstate and restore the same on the sites so to be directed.

13. For the protection of the sewers of West Ham Local Board (in this section referred to as the "local board") the following provisions shall have effect (that is to say):—

For the protection of the sewers of West Ham Local Board.

- (1) The Company shall not except with the consent of the local

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board lay any line or lines of rails nearer to the sewer or sewers vested in the local board and situate on the west side of and parallel to their North Woolwich Branch Railway in the part of Stephenson Street which may be acquired under the powers of this Act than the local board shall by writing under seal approve anything in this Act or in any Act incorporated herewith to the contrary notwithstanding and the Company shall not construct any building bank or other work over such sewer unless and until in lieu of such sewer the Company shall have constructed at their own cost and expense as they are hereby empowered to do under the supervision of the surveyor to the local board for the time being a new and sufficient sewer or other work (if such new sewer or other works be reasonably required having reference to all the circumstances of the case) in a site and manner and to an extent reasonably satisfactory to such surveyor and shall have paid all costs and charges connected therewith and shall have at the cost and expense of the Company in all things caused the said new sewer or other works to become vested in the local board and the said local board or their officers shall at all times have full access free of charge to such sewer or other works through and over the lands belonging to the Company through or upon which any such sewer or other works may be placed or constructed for the purpose of cleansing repairing altering or forming connexions therewith ;

- (2) Whenever any work by this Act authorised shall cross any sewer vested in or subject to the supervision or control of the local board every work over such sewer and to such extent on either side thereof as the surveyor to the local board for the time being shall reasonably require shall be constructed and maintained by the Company at their own cost in a manner and of materials reasonably satisfactory to such surveyor ;
- (3) The Company shall be liable to pay and shall pay to the local board any damages penalties costs charges or expenses which the local board may become liable to pay or shall have paid in respect of any injury loss or damage to any sewers or other drainage works of the local board consequent upon or arising from the execution by the Company of any works under the authority of this Act (whether such injury or loss occurs either during or after the construction or in effecting the maintenance alteration or repairing of such works) or in or by the enjoyment or user thereof and all moneys paid by the local board on account of any such damages penalties costs charges or expenses shall be repaid to the local board by the Company

on demand and in default thereof may be recovered by the local board from the Company as any simple contract debt of like amount;

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- (4) If any difference arise between the Company and the local board as to any matter or thing contained in this section the same shall be determined by arbitration in manner prescribed by the Railway Companies Arbitration Act 1859 and for the purposes of the said arbitration the said local board shall be deemed to be a railway company.

14. Nothing in this Act shall prejudice any provisions in favour of the West Ham Local Board contained in the Great Eastern Railway Act 1882.

Saving provisions in Great Eastern Railway Act 1882.

15. Persons empowered by the Lands Clauses Consolidation Act 1845 to sell and convey or release lands may if they think fit subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act 1860 and of this Act grant to the Company any easement right or privilege not being an easement of water 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.

16. If the railway widenings and improvements and works by this Act above authorised are 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 said railway widenings and improvements and works or otherwise in relation thereto shall cease to be exercised except as to so much thereof as is then completed.

Period for completion of works.

17. The widenings and improvements of railways belonging to the Company which the Company are by this Act authorised to make execute and maintain shall subject to the provisions of this Act be in respect of tolls and all other respects part of the railways of the Company.

Tolls.

18. The powers for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Period for compulsory purchase of land.

19. The Company may by agreement from time to time purchase land for any of the extraordinary purposes specified in the Railways Clauses Consolidation Act 1845 not exceeding ten acres in addition to any quantity of lands which the Company are authorised to purchase under their existing Acts.

Lands for extraordinary purposes.

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Diversion of
footpath at
Dereham.

20. The Company may divert or alter the public footpath now crossing the Company's Dereham and Wells Railway on the level at or near the north end of the Dereham Station between a point on the west side of the said railway about fourteen yards from the centre of the railway and a point on the east side of the said railway fourteen yards from the centre thereof and upon the completion and opening to the public of such diversion or alteration all public or other rights of footway over the said railway at the point at which the said footpath now crosses the said railway on the level shall be by this Act extinguished: And the Company may enter upon take and use such of the lands in the parish of East Dereham and county of Norfolk shown on the deposited plans and described in the deposited books of reference as may be required for such diversion or alteration.

Stopping up
of Gipsy
Lane level
crossing.

21. The Company may stop up the level crossing in the parishes of Birchanger and Stanstead Mont Fitchet or one of them in the county of Essex over their railway from Bishop's Stortford to Cambridge of the public road known as Gipsy Lane which road leads from Hazel End and Farnham to Stanstead and all public or other rights of way over the said railway at the point at which the said public road now crosses the same on the level shall be by this Act extinguished.

Power to
Company to
take addi-
tional lands.

22. In addition to the other lands authorised by this Act to be taken the Company may enter upon take and use for stations sidings goods and cattle depôts and other purposes connected with their undertaking the lands and buildings herein-after mentioned and shown on the deposited plans and described in the deposited books of reference (that is to say) :—

In the parishes of Low Leyton otherwise Saint Mary Leyton and West Ham in the county of Essex;

In the parish of Saint Ives in the county of Huntingdon;

In the parish of Sawston in the county of Cambridge;

In the parish of Tottenham in the county of Middlesex;

In the parish of Cheshunt in the county of Hertford;

In the parish of Thetford Saint Peter in the county of Norfolk.

Restriction
on displacing
persons of
labouring
class.

23. (1) The Company shall not under the powers of this Act purchase or acquire in any parish within the metropolis as defined by the Metropolis Management Act 1855 twenty or more houses which after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or partially by

persons belonging to the labouring class as tenants or lodgers unless and until— A.D. 1885.

(A) They shall have obtained the approval of the Secretary of State for the Home Department to a scheme for providing new dwellings for such number of persons as were residing in such houses on the fifteenth day of December last or for such number of persons as the said Secretary of State shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case; and

(B) They shall have given security to the satisfaction of the said Secretary of State for the carrying out of the scheme.

(2) The approval of the said Secretary of State to any scheme under this section may be given either absolutely or conditionally and after the said Secretary of State has approved of any such scheme he may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced:

Provided that the said Secretary of State may dispense with the last-mentioned requirement subject to such conditions if any as he may see fit.

(4) Any conditions subject to which the said Secretary of State may have approved of any scheme under this section or of any modifications of any scheme or subject to which he may have dispensed with the above-mentioned requirement shall be enforceable by a writ of Mandamus to be obtained by the said Secretary of State out of the Queen's Bench Division of the High Court of Justice.

(5) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any such house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the said Secretary of State by action in the High Court of Justice

A.D. 1885. — and shall be carried to and form part of the Consolidated Fund of the United Kingdom :

Provided that the court may if it think fit reduce such penalty.

(6) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require.

(7) The Company may on any lands belonging to them or purchased under this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general purposes of their undertaking :

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for a period of twenty-five years from the passing of this Act be appropriated for the purpose of dwellings and every conveyance demise or lease of such lands and buildings shall be indorsed with notice of this enactment :

Provided also that the said Secretary of State may at any time dispense with all or any of the requirements of this subsection subject to such conditions if any as he may see fit.

(8) All buildings erected or provided by the Company within the metropolis for the purpose of any scheme under this section shall be subject to the provisions of the Metropolitan Building Act 1855 and the Metropolitan Management Act 1855 and any Act or Acts amending the same respectively.

(9) The said Secretary of State may direct any inquiries to be held which he may deem necessary in relation to any scheme under this section and for giving effect to any of the provisions of this section ; and may appoint inspectors for the purposes of any such inquiry and the inspectors so appointed shall for the purposes of any such inquiry have all such powers as inspectors have for the purposes of inquiries directed by the Local Government Board under the Public Health Act 1875.

(10) The Company shall pay to the said Secretary of State any expenses incurred by him in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a reasonable sum to be fixed by the said Secretary of State for the services of such inspector.

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(11) The Company shall not under the powers of this Act without the consent of the Local Government Board purchase or acquire in any city borough or other urban sanitary district or in any parish or part of a parish (not being within an urban sanitary district) exclusive of the metropolis as defined as aforesaid ten or more houses which after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers.

(12) The expression "labouring class" in this section includes mechanics artizans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any of such persons who may be residing with them.

24. The powers granted to the Company by the Act of 1882 for the compulsory purchase and taking of lands for the purposes of the railways improvements of railways and works in this section mentioned may be exercised at any time within but shall not be exercised after the expiration of two years from the twenty-fourth day of July one thousand eight hundred and eighty-five (that is to say) :—

Extension of time for compulsory purchase of lands for works authorised by the Company's Act of 1882.

Of the Railway (No. 1) authorised by section 6 subsection (A) of the Act of 1882 ;

Of the Railway (No. 2) authorised by section 6 subsection (B) of the Act of 1882 ;

Of the improvement of the Company's main line authorised by section 7 subsection (1) of the Act of 1882 ;

Of the improvement of the Company's main line authorised by section 7 subsection (2) of the Act of 1882 ;

Of the improvement of the Company's North Woolwich branch railway in the county of Essex authorised by section 7 subsection (3) of the Act of 1882 ;

Of the improvement of the Company's Colchester main line on both sides thereof in the county of Essex authorised by section 7 subsection (4) of the Act of 1882 ;

Provided that the provisions of section 22 of the Act of 1882 shall be construed and take effect as if the same were mutatis mutandis re-enacted in this Act and the provisions of this Act made subject thereto.

Of the new footpath in the parish of All Saints Poplar in the county of Middlesex authorised by section 9 subsection (1) of the Act of 1882.

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Extension of time for purchase of lands for Liverpool Street Station enlargement.

25. The powers granted to the Company by the Act of 1882 for the compulsory purchase and taking of the lands for the enlargement and improvement of Liverpool Street Station in the parish of Saint Botolph Bishopsgate in the city of London and the liberty of Norton Folgate and the parish of Saint Leonard's Shoreditch in the county of Middlesex authorised by section 64 subsection (A) of the Act of 1882 and the lands in the parish of Saint Pancras in the county of Middlesex authorised by section 64 subsection (B) of the Act of 1882 may be exercised at any time within but shall not be exercised after the expiration of two years from the twenty-fourth day of July one thousand eight hundred and eighty-five.

Extension of time for completion of certain railways &c.

26. The period limited by the Great Eastern Railway Act 1881 for the completion of the improvement of the railway from Saint Ives to Huntingdon in the county of Huntingdon authorised by section 7 subsection (C) of the Great Eastern Railway Act 1877 is hereby extended for the period of three years to be computed from the twelfth day of July one thousand eight hundred and eighty-five.

Revival of powers for purchase of lands for and construction of certain works.

27. All the rights powers and authorities conferred upon the Company—

(A) By the Great Eastern Railway Act 1876 as extended by the Great Eastern Railway Act 1881 for the compulsory purchase of lands (so far as such lands are shown on the deposited plans and described in the deposited books of reference) for and for the construction of so much of the Bethnal Green and Bow Improvement in the parish of Saint Matthew Bethnal Green and the hamlet of Mile End Old Town in the county of Middlesex authorised by section 7 subsection (J) of the Great Eastern Railway Act 1876 as lies between the commencement of the said improvement in the said parish of Saint Matthew Bethnal Green and the commencement in the said hamlet of Mile End Old Town in the county of Middlesex of the improvement of the Company's main line authorised by section 7 subsection (2) of the Great Eastern Railway Act 1881 ;

(B) By the Great Eastern Railway Act 1879 for the compulsory purchase of lands (so far as such lands are shown on the deposited plans and described in the deposited books of reference) for and for the construction of the railway in the parish of Marks Tey in the county of Essex authorised by section 7 subsection (B) of that Act ;

(C) By the Great Eastern Railway Act 1876 for the alteration of the bridge in the parish of Tottenham in the county of Middlesex authorised by section 7 subsection (Q) of that Act ;

(D) By the Great Eastern Railway Act 1876 for the construction of the railway in the parish of East Dereham in the county of Norfolk authorised by section 6 subsection (D) of that Act; A.D. 1885.

and for the levying of tolls rates and charges upon and in respect of the aforesaid works (A) (B) and (D) respectively shall be and the same are hereby revived and the said works (A) (B) (C) and (D) shall respectively be constructed and maintained subject to the provisions of the Acts by which the same were respectively authorised and (subject to the provisions of those respective Acts) in the line and according to the levels shown on the deposited plans and sections and the provisions of the aforesaid Acts applicable to the said works (except so far as such provisions are expressly varied by this Act) shall apply and have effect as if they had been re-enacted in this Act.

The powers of the Company for the compulsory purchase of lands for the purposes of the said portion of the Bethnal Green and Bow Improvement and the said railway in the parish of Marks Tey may be exercised within but shall not be exercised after two years from the passing of this Act.

The said portion of the Bethnal Green and Bow Improvement the said railways in the parishes of Marks Tey and East Dereham respectively and the said alteration of the bridge in the parish of Tottenham shall be completed within three years from the passing of this Act and on the expiration of such period the powers granted to the Company for making such works shall cease except as to so much thereof as shall then be completed.

28. The Company in altering the bridge in the parish of Tottenham mentioned in the last preceding section of this Act may make the road over the said bridge of any inclination on the south side of the said bridge not steeper than one foot in seventeen feet. As to inclination of a certain road.

29. The Company may and shall abandon and relinquish the construction of the following railways tramways and works (that is to say) :— Company may abandon certain railways and tramways.

The railway in the parish of Thorpe Saint Andrew in the county of Norfolk authorised by section 7 subsection (D) of the Great Eastern Railway Act 1879 ;

The railway (No. 2) in the county of Norfolk authorised by section 4 subsection (D) of the East Norfolk Railway Act 1879 ;

The tramways (Nos. 1 2 and 3) in the parish of Wisbech Saint Peter in the Isle of Ely in the county of Cambridge authorised by section 43 of the Act of 1882.

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

30. The abandonment by the Company under the authority of this Act of the said railways respectively authorised by the Great Eastern Railway Act 1879 and the East Norfolk Railway Act 1879 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 works 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 Great Eastern Railway Act 1879 and the East Norfolk Railway Act 1879.

Compensation to be made in respect of works abandoned.

31. 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 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 lands but notwithstanding full compensation shall be made by the Company to the owners and occupiers or other persons interested in such lands for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice and the amount and application of the compensation shall be determined in manner provided by the Lands Clauses Consolidation Act 1845 as amended by any subsequent Act for determining the amount and application of compensation paid for lands taken under the provisions thereof.

For protection of Theobald's Park Estate.

32. Notwithstanding anything in the Act of 1882 or in this Act contained the Company shall not without the consent in writing of Sir Henry Bruce Meux Baronet or other the owner or reputed owner for the time being of the Theobald's Park Estate in the parish of Cheshunt in the county of Hertford enter upon take or use the properties numbered 18 19 and 20 upon the plans deposited with reference to the Act of 1882 in the said parish of Cheshunt or any of them.

For protection of works of Havering Dagenham &c. Commissioners of Sewers.

33. When any of the intended works to be done under or by virtue of this Act shall or may pass over under or by the side of or so as to interfere with any river sewer drain watercourse river wall defence or work under the jurisdiction or control of the Commissioners of Sewers for the Levels of Havering Dagenham Ripple Barking Eastham Westham Leyton and Walthamstow in the

respective counties of Essex Middlesex and Kent herein-after called "the commissioners" or may in any way affect the drainage of the districts under their control the Company shall not commence such works until they shall have given to the said commissioners fourteen days' notice in writing of their intention to commence the same by leaving such notice at the office of the clerk of the said commissioners with plans elevations sections and other necessary particulars of the construction of the said works and until the said commissioners shall have signified their approval of the same unless the said commissioners fail to signify such approval or their disapproval or other directions within fourteen days after service of the said notice and delivery of the said plans elevations sections and other particulars as aforesaid and the Company shall comply with and conform to all reasonable directions and regulations of the said commissioners in the execution and subsequent maintenance of the said works and shall provide by new altered or substituted works in such manner as the commissioners may deem necessary for the proper protection of and for preventing injury or impediment to the rivers sewers drains river walls and other works herein-before referred to by or by reason of the said intended works or any part thereof and shall save harmless the said commissioners against all and every the expense to be occasioned thereby and all such works shall be done under the superintendence and to the reasonable satisfaction of the surveyor engineer or other officer or officers of the said commissioners as the case may be at the costs charges and expenses in all respects of the Company and all costs charges and expenses which the said commissioners may be put to by reason of the works of the Company whether in the execution of works the preparation or examination of plans or designs superintendence or otherwise by the commissioners' officers shall be paid to the commissioners by the Company on demand and when any new altered or substituted work as aforesaid or any works or defence connected therewith shall be completed by or at the costs charges or expenses of the Company under the provisions of this Act the same shall ever thereafter be maintained by the Company to the reasonable satisfaction of the surveyor or engineer to the commissioners for the time being and the said works shall be as fully and completely vested in and under the jurisdiction and control of the said commissioners as any sewers or works now are or hereafter may be and nothing in this Act shall extend to prejudice diminish alter or take away any of the rights powers or authorities vested or to be vested in the said commissioners or any or either of them or of their successors but all such rights powers and authorities shall be as valid and effectual as if this Act had not been passed: Provided that if any dispute shall arise as to

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For protection of the Colchester Stour Valley Sudbury and Halstead Railway Company.

34. This Act or anything herein contained shall not in anywise take away lessen prejudice alter or otherwise affect any of the rights interests powers authorities privileges remedies claims and demands whatsoever whether at law or in equity or otherwise howsoever which under or by virtue of the Eastern Counties and the Norfolk the Eastern Union the East Anglian and the Newmarket Railways Act 1854 or otherwise the Colchester Stour Valley Sudbury and Halstead Railway Company is at the time of the passing of this Act entitled to or may lawfully have exercise enjoy or claim against or with respect to or in any way concerning the Company or the railways works or other property of the Company or any part thereof or the revenue or profits of the Company or any part thereof but all such rights interests powers authorities privileges remedies claims and demands whatsoever of the Colchester Stour Valley Sudbury and Halstead Railway Company shall be and remain of as full force and validity and have as full operation and effect and may be had exercised enjoyed and enforced in like manner to all intents and purposes whatsoever both at law and in equity and otherwise howsoever as if this Act were not passed anything in this Act contained to the contrary notwithstanding.

Protecting New River Company.

35. The Company shall not enter upon take or use the lands or any part thereof in the parish of Tottenham belonging to the New River Company without their consent in writing except the property numbered 7 and a strip of land from the property numbered 8 on the deposited plans ten yards in width on the south side of the road leading from Tottenham to Chingford.

As to works in Mile End Old Town.

36. With respect to Widening and Improvement No. 12 and the works connected therewith in the hamlet of Mile End Old Town the following provisions shall apply:—

(1) The Company shall construct the widened portion of the existing bridge carrying the improvement over James Street with a clear headway for the full width of the roadway thereof of at least fifteen feet and a clear span of thirty-four feet measured on the square on the side adjoining the existing railway and gradually widening out to a clear span of forty feet measured on the square on the side furthest from the said railway;

(2) The Company shall construct the widened portion of the existing bridge carrying the improvement over Globe Road with a span of forty-four feet measured on the square (the

abutments being built in line with the abutments of the existing bridge) and with a clear headway for the full width of the roadway thereof of at least fifteen feet: Provided that the Company may lower the existing roadway to any extent not exceeding nine inches but the gradients of the road when lowered shall not be steeper than the existing gradient;

- (3) The Company shall construct the widened portion of the existing bridge carrying the improvement over Ann Street with a span of thirty-five feet measured on the square throughout its entire length and a clear headway for the full width of the roadway thereof of at least sixteen feet: Provided that the Company shall be at liberty to place and maintain three columns on each of the footpaths thereof for the purpose of supporting the widened portion of the bridge: Provided further that the Company shall upon the completion of the widening of the railway throw into the public highway and dedicate to the public use so much of the triangular piece of land on the south side of the railway at the point of junction of Ann Street and West Street as may not be required for the purposes of the works of the said widening and improvement;
- (4) The Company shall construct the widened portion of the existing bridge carrying the improvement over West Street with a clear headway for the full width of the roadway thereof of at least fifteen feet nine inches and a clear span of thirty-four feet measured on the square on the side adjoining the existing railway and gradually widening out to a clear span of forty feet measured on the square on the side furthest from the railway;
- (5) The Company shall not less than one month before they commence to construct the widened portion of the existing bridges over James Street Globe Road Ann Street and West Street respectively deliver to the surveyor for the time being of the vestry of the hamlet of Mile End Old Town plans and drawings of such portions so far as they affect the said streets and road respectively and the Company shall not commence any works affecting the said streets or road until the said plans and drawings shall have been approved in writing by the said surveyor for the time being of the said vestry provided that if he shall not approve or disapprove the said plans and drawings within twenty-one days after they are submitted to him he shall be deemed to have approved the same. Any difference which may arise between the said vestry or their

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said surveyor and the Company with reference to the said plans and drawings shall be determined by an engineer to be nominated by the Board of Trade and the costs and expenses of such engineer shall be paid as the Board of Trade may determine ;

- (6) The Company shall also construct each of the said bridges with a parapet or enclosure of at least seven feet in height above the level of the rails and with such proper provision for the drainage as to prevent as far as practicable the water dropping therefrom on to the roads and footways ;
- (7) The Company shall erect under each of the arches and bridges belonging to the Company in the hamlet of Mile End Old Town such number of gas lamps and in such position as having reference to the public convenience in regard to light may be agreed upon between the vestry surveyor and the engineer of the Company for the time being or as in case of difference shall be determined by an engineer to be nominated by the Board of Trade and shall thereafter cause all such lamps to be kept in good order and repair and lighted during the same hours with gas lamps burning not less than six cubic feet per hour and in the same manner as the public lamps in the same hamlet ;
- (8) The Company shall pave or cause to be paved with pitchers of a kind and quality to be approved of by the surveyor for the time being of the vestry and to his reasonable satisfaction so much of each of the said roads or streets called James Street Globe Road Ann Street and West Street as is situate under the existing bridges and the widened portions thereof and for a distance of at least five feet on each side thereof ;
- (9) The Company shall not in the execution of the works by this Act authorised cause to be stopped up or rendered impassable to the ordinary traffic any of the streets roads or footpaths in the said hamlet and before the Company shall break up or open the soil of any street or pavement of any street or any part thereof or commence any work the execution of which shall or may affect the traffic along any street they shall give to the vestry or to the clerk or surveyor to the vestry for the time being notice in writing of their intention to open or break up the same not less than fourteen clear days before beginning such work and all and every such works shall be subject to the superintendence and control of the said vestry or their surveyor for the time being and the Company shall attend to the reasonable directions of the vestry or their surveyor with a view to secure the free passage of traffic in the said street and

to prevent any needless injury or inconvenience to or in the street or to the inhabitants householders or shopkeepers residing or carrying on business therein and if any difference shall arise between the Company and the vestry or their surveyor touching the direction so given the matter in difference shall be referred to the decision of some person to be appointed by the Board of Trade and the Board of Trade shall determine the remuneration of such referee and such remuneration shall be paid by the Company: Provided always that if the vestry or their officer fail to attend at the time fixed for the opening of such street after having had notice of the intention of the Company as aforesaid or shall refuse or neglect to superintend the operation the Company may perform the work specified in such notice without the superintendence of the vestry or their surveyor;

- (10) When the Company shall open or break up the soil or pavement of any street or any part thereof for any purpose whatever they shall with all convenient speed complete the work for which they have broken up the same and shall fill in the ground and reinstate and make good the soil or pavement so opened or broken up by them and carry away the rubbish occasioned thereby and shall at all times whilst such soil or pavement shall be so opened or broken up by them cause the same to be fenced and guarded and in every such case and also in every case where the execution of any works shall only affect the traffic along such street shall cause lights sufficient for the warning of passengers to be kept there every night during which such soil or pavement shall continue to be open or broken up or such works executed and the whole of the works shall be executed under the direction and to the satisfaction of the vestry or their recognised officers;
- (11) If the Company open or break up any street or commence any work which shall or may affect the traffic in any street without giving such notice as aforesaid or shall refuse or neglect to obey such reasonable direction as aforesaid or shall make any unnecessary delay in completing any such work or in filling in the ground or in reinstating and making good the soil or pavement so opened or broken up by them or in carrying away the rubbish occasioned thereby or if they neglect to cause the place where such soil or pavement has been broken up by them to be fenced guarded and lighted or if they neglect to cause sufficient lights for the warning of passengers to be kept where the works only affect the traffic along any street they shall forfeit to the vestry the sum of

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twenty pounds for every such offence and an additional sum of ten pounds per day for every day during which any such default as aforesaid shall continue after they shall have received notice thereof ;

- (12) If any delay or omission as aforesaid shall take place the vestry may cause to be executed the work so delayed or omitted and the expense of executing the same shall be repaid to the vestry by the Company and such expenses may be recovered by action in the High Court of Justice : Provided always that any such street shall not be considered to have been reinstated in a proper and substantial manner unless the same shall have been reinstated with the same or similar materials of the like quality and thickness and cemented and bound together in the same or in an equally substantial manner as those of which it was composed in such manner as shall be satisfactory to the vestry or their surveyor ;
- (13) After such streets have been reinstated or diverted as aforesaid the same as the case may be shall hereafter be as fully and completely under the direction jurisdiction and control of the vestry as they or the parts for which the same are substituted now are or hereafter may be ;
- (14) All costs charges and expenses to which the vestry may be put or incur by reason of the works of the Company whether in the execution of works the examination of plans or designs superintendence or otherwise shall be paid to the vestry by the Company on demand ;
- (15) If by reason of the Company for the purposes of the said widening and improvement and the works connected therewith giving notice to the owners or occupiers of any land houses or hereditaments and premises in the hamlet of Mile End Old Town the same become unoccupied or untenanted or if the Company take down any such houses hereditaments and premises for the like purposes up to the period when the said widening and improvement and works hereby authorised shall be assessed to the rates of the said hamlet the Company shall stand assessed to the said rate and be rated for and pay the rate of the premises respectively in the same sum and sums of money as the same were assessed and rated previously to the passing of this Act and the Company shall pay or make good (as the case may be) to the rate of the said hamlet out of the moneys of the said Company all such rates as aforesaid and in default of payment thereof the same shall be levied and recovered from the said Company or their treasurer or secretary in the same way or manner as the same could or might have

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been recovered from the owners or occupiers of the same premises in case this Act had not been passed;

- (16) Nothing in this Act contained shall extend to prejudice diminish alter or take away any of the rights powers privileges or authorities vested in the said vestry but all such rights powers privileges and authorities shall remain as completely unimpaired and unaffected as if this Act had not been passed anything herein contained to the contrary notwithstanding.

37. The Company shall not execute or commence the erection of such bridge widening over Globe Road until they shall have given to the Metropolitan Board of Works twenty-one days' notice in writing of their intention to commence the same by leaving such notice at the office of the said Board with plans elevations sections and other necessary particulars of the construction thereof and until that Board shall have signified their approval of the same unless that Board fail to signify such approval or their disapproval or other directions within twenty-one days after service of the said notice and delivery of the said plans elevations sections and other particulars as aforesaid and the Company shall comply with and conform to all reasonable directions and regulations of the said Board in the execution and subsequent maintenance of such widened bridge and the works connected therewith and shall save harmless the said Board against all and every expense to be occasioned thereby and all such works shall be done to the reasonable satisfaction of the engineer or other officer of the said Board at the costs charges and expenses in all respects of the Company and all costs charges and expenses which the said Board may be put to by reason of the works of the Company whether in the execution of the works the preparation or examination of plans or designs superintendence or otherwise shall be paid to the said Board by the Company on demand.

Plans &c. of bridges to be submitted to the Metropolitan Board.

38. Where any of the intended works to be done under or by virtue of this Act shall or may pass over under or by the side of or so as to interfere with any sewer drain watercourse defence or work under the jurisdiction or control of the Metropolitan Board of Works or with any sewers or works to be made or executed by the said Board or shall or may in any way affect the sewerage or drainage of the districts under their control the Company shall not commence such works until they shall have given to the said Metropolitan Board twenty-one days' previous notice in writing of their intention to commence the same by leaving such notice at the principal office of such Board for the time being with a plan and section showing the course and inclination thereof and other necessary

For protection of sewers in the Metropolis.

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particulars relating thereto and until such Board shall have signified their approval of the same unless such Board do not signify their approval disapproval or other directions within twenty-one days after service of the said plan section and particulars as aforesaid and the Company shall comply with and conform to all reasonable orders directions and regulations of the said Board in the execution of the said works and shall provide by new altered or substituted works in such manner as such Board shall reasonably require for the proper protection of and for preventing injury or impediment to the sewers and works herein-before referred to by reason of the said intended works or any part thereof and shall save harmless the said Board against all and every the expense to be occasioned thereby and all such works shall be done by or under the direction superintendence and control of the engineer or other officer or officers of the said Board at the costs charges and expenses in all respects of the Company and all costs charges and expenses which the said Board may be put to by reason of such works of the Company whether in the execution of works the preparation or examination of plans or designs superintendence or otherwise shall be paid to such Board by the Company on demand and when any new altered or substituted works as aforesaid or any works or defence connected therewith shall be completed by or at the costs charges or expenses of the Company under the provisions of this Act the same shall thereafter be as fully and completely under the direction jurisdiction and control of the said Board as any sewers or works now or hereafter may be and nothing in this Act shall extend to prejudice diminish alter or take away any of the rights powers or authorities vested or to be vested in the said Board or of their successors but all such rights powers and authorities shall be as valid and effectual as if this Act had not been passed.

Exhibition
of placards.

39. The Company shall not affix or exhibit or permit to be affixed or exhibited upon any part of the works authorised by this Act within view of any public street any placards or advertisements except such as shall have been approved in writing by the clerk or other officer of the Metropolitan Board of Works and if any such placard or advertisement be affixed or exhibited the said Metropolitan Board of Works and their authorised officers may remove the same but this provision shall not prevent the Company from exhibiting placards giving information to the public as to the traffic of the Company on the front of any station or the entrance thereto.

For the pro-
tection of the
London
Tilbury and

40. In altering and extending the bridge in the parish of West Ham in the county of Essex carrying the railway of the London Tilbury and Southend Railway Company (herein-after called "the

Tilbury Company") over the North Woolwich Branch of the Company the Company shall be subject to the following conditions namely :—

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Southend
Railway
Company.

- (1) The railway of the London Tilbury and Southend Railway Company shall be carried over the Manor Road when diverted on the eastern side of the North Woolwich Branch by means of a wrought-iron girder bridge of a clear span of forty feet between the abutments the flooring and girders of which shall be of wrought iron or other material approved by the engineer of the Tilbury Company and so as to admit of the convenient maintenance and working of the Tilbury Railway without any alteration in the present levels of the rails and all works in connexion therewith shall be executed and maintained at the expense of the Company under the superintendence and to the satisfaction of the engineer to the Tilbury Company and according to such plans sections and specifications and of such quality and strength of materials and in every other respect as shall be submitted by the Company to the engineer of the Tilbury Company and approved by him in writing before any such works are begun provided that if such engineer shall not have expressed his approval or disapproval of such plans sections and specifications within one month after the same shall have been submitted to him he shall be deemed to have approved thereof ;
- (2) The Company shall not in the execution of the said works obstruct or interfere with the free and safe user of the railway of the Tilbury Company or any traffic thereon and shall indemnify the Tilbury Company for any damage which may be caused by reason of any interruption to such traffic and pay full compensation for any loss and inconvenience sustained thereby by the Tilbury Company provided that the Tilbury Company shall afford all reasonable facilities for the construction of the said works subject to the necessities of their traffic ;
- (3) During the execution of the said works the Company shall bear and on demand pay to the Tilbury Company all expense of employment by them of a sufficient number of inspectors or watchmen to be appointed by that company for watching their railway and the works thereof with reference to and during the execution of the intended works and for preventing as far as may be all interference obstruction danger and accidents which may arise from any of the operations or defaults of the Company or their contractors.

[Ch. xciii.] *Great Eastern Railway (General [48 & 49 Vict.] Powers) Act, 1885.*

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As to works
in Saint
Matthew
Bethnal
Green.

41. With regard to works in the parish of Saint Matthew Bethnal Green the following provisions shall apply:—

(1) The bridges carrying the proposed widening over the under-mentioned streets shall be straight iron girder bridges of the clear spans (measured on the square) and heights specified below—

Street.	Spans.		Headway over Roadway.	
	Ft.	in.	Ft.	in.
Cambridge Road - -	59	0	14	7
Brady Street - -	38	6	13	0
Tapp Street - -	36	0	12	0 From existing road level.
Coventry Street - -	36	0	10	6

(2) The Company shall on demand pay to the vestry of the parish of Saint Matthew Bethnal Green the expense of lowering the carriageway and footpaths of Tapp Street so as to give a clear headway throughout the entire width of the street under the bridge when constructed of thirteen feet three inches and of making the necessary alterations to the approaches from both sides and of paving completing and making good the portion of street the level of which shall be altered provided that in carrying out the said lowering and alterations the paving materials of the existing road shall so far as practicable be used;

(3) The Company shall on demand pay to the said vestry the expense of lowering the carriageway and footpaths of Coventry Street so as to give a clear headway throughout the entire width of the street under the bridge when constructed of eleven feet six inches and of making the necessary alterations to the approaches from both sides and of paving completing and making good the portion of the street the level of which shall be altered provided that in carrying out the said lowering and alterations the paving materials of the existing road shall so far as practicable be used;

(4) The bridge for carrying the improvement or additional lines of rails over Buckhurst Street (late Essex Street) shall have a clear headway of twelve feet six inches and a span of at least

thirty feet (measured on the square) and the Company shall unless otherwise agreed with the vestry either during before or immediately after the construction of the widening over the said street remove and set back the abutment of the existing arch to the general frontage of the houses on the east side of the said street, and alter the existing arch so as to give a clear headway throughout the entire width of the street of twelve feet six inches;

- (5) All bridges and arches or widenings of bridges and arches constructed under the powers of this Act in the parish of Saint Matthew Bethnal Green shall be made and kept water tight so far as practicable;
- (6) All lamps lamp posts and paving and other stones slabs materials and things whatsoever which at the passing of this Act shall be vested in or shall belong to the vestry of Saint Matthew Bethnal Green in any of the streets of the said parish which the Company are by this Act authorised to stop up shall notwithstanding any such stopping up remain the property of the said vestry and at any time after the stopping up by the Company either wholly or partially of any such street as aforesaid all such lamps lamp posts and paving and other stones slabs and materials and things therein as may belong to the said vestry shall upon the request of the vestry surveyor be taken up by the Company and stacked and placed on ground belonging to the vestry as the vestry surveyor shall direct;
- (7) The Company shall upon the completion of the works by this Act authorised and to the reasonable satisfaction of the vestry surveyor pave the carriageways and footways of all such parts of any streets or places in the said parish as are or shall be under arches or bridges belonging to the Company in a proper and substantial manner with granite paving blocks or other blocks of approved quality of the dimensions of seven inches by three inches on twelve inch thickness of concrete for the carriageways and with slabs of three inches thick Yorkshire stone and granite curbs of the dimensions of twelve inches by seven for the footways;
- (8) The Company shall from time to time when reasonably required by the vestry limewhite the piers abutments roofs tops and arches of bridges and arches over public thoroughfares within the parish;
- (9) The Company shall erect under the arches and bridges belonging to the Company in the parish of Saint Matthew Bethnal Green such number of gas lamps and in such position as having reference to the public convenience in regard to light

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may be agreed upon between the vestry surveyor and the engineer of the Company for the time being or as in case of difference shall be determined by an engineer to be nominated by the Board of Trade and shall thereafter cause all such lamps to be kept in good order and repair and lighted during the same hours and in the same manner as the public lamps in the same parish;

(10) And whereas by reason of the execution of the works by this Act authorised and the taking down of houses buildings and other premises and conveniences and the taking of land in pursuance of this Act deficiencies may arise in the assessment of the poor and other rates in the parish of Saint Matthew Bethnal Green therefore the Company shall from and after the period when any lands houses buildings hereditaments or premises shall be taken or become unoccupied or untenanted by reason of the same being required for the purposes of the works authorised by this Act by notice from the Company up to the period when the said works shall be assessed to such rates as aforesaid be assessed and rated for the same premises respectively in such sum and sums of money as the same were assessed and rated at the time of the passing of this Act and the Company shall pay and make good to and in aid of such parish out of the moneys of the Company all such rates as aforesaid and in default of payment thereof the same shall and may be levied and recovered from the Company in the same way or manner as the same could or might have been recovered from the owners or occupiers of the same premises in case this Act had not been passed;

(11) Except as expressly enacted in this Act nothing in this Act contained shall extend or be deemed or construed to extend or prejudice diminish alter or take away any of the rights powers authorities or privileges vested in the vestry of the parish of Saint Matthew Bethnal Green in the county of Middlesex but all such rights powers authorities and privileges vested in them respectively shall be as good valid and effectual as if this Act had not been passed anything herein contained to the contrary notwithstanding.

Diversion of
footpath in
parish of
Low Leyton.

42. Nothing in this Act contained shall authorise or empower the Company to enter upon or use (except for the purpose of constructing the additional line of rails across the same shown on the plan herein-after in this section referred to and thereon coloured red) the footpath in the parish of Low Leyton otherwise Saint Mary Leyton of which the Leyton Local Board are in the deposited book

of reference described as the owners or reputed owners except under and in accordance with the following provisions (that is to say) :— A.D. 1885.

(1) The Company may divert and alter the course or direction of the said footpath and may make in the line and in accordance with the levels shown on the plan marked A already agreed upon between the Company and the Leyton Local Board and signed by the engineer of the Company and the surveyor of the said local board and dated the twenty-eighth day of April one thousand eight hundred and eighty-five a new public footpath in the said parish of the width of six feet and shall fence the same with good and sufficient fences on each side thereof so as to prevent the access of cattle thereto and further make a path or way of the width of nine feet immediately adjoining the aforesaid footpath for the use of cattle from time to time passing to and from the lands on either side of the Company's railway and properly fence such path and may enter upon purchase take and use such of the lands delineated on the deposited plans and described in the deposited book of reference as may be required for that purpose ;

(2) The Company shall for ever thereafter duly maintain and repair the said footpath and path or way for cattle and the fences protecting the same upon the completion of the said new footpath and path or way for cattle all public and other rights of way over the part of the existing footpath for which the same is intended to be substituted shall be and are hereby extinguished provided that the Company and the local board may notwithstanding anything contained in this Act agree to vary the said new footpath and path or way for cattle in any way they may mutually determine.

43. The Company shall not under the powers of this Act execute any works upon the land in the parish of Low Leyton otherwise Saint Mary Leyton which they are by this Act authorised to enter upon take and use which would in any way affect or interfere with any flood water within the said district except in accordance with the following provisions (that is to say) :— As to work within the Leyton Urban Sanitary District which interfere with flood water.

(1) One month before commencing the execution of any such works (not being the repairs or amendments of existing works of which the character and position are not altered) the Company shall serve a plan upon the Leyton Local Board showing the works proposed for the purpose of carrying off the flood water and shall upon being required to do so give the said local

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board any such further information in relation thereto as they may desire;

- (2) If within three weeks after the service of the said plan upon them the said local board serve a notice upon the Company disapproving of the said plan the plan of the said works shall be settled by arbitration but if no such notice of disapproval is served upon the Company by the said local board within the said period of three weeks the plan served upon the said local board shall be deemed to be approved of by them;
- (3) Where any plan is to be deemed to be approved of by the local board or has been settled by arbitration the Company may proceed to execute the works therein described in accordance therewith;
- (4) Where any matter is under this section to be settled by arbitration such matter shall be referred to and settled by an arbitrator to be appointed on the application of either party by the Board of Trade and the expenses of such arbitration shall be borne and paid as the arbitrator directs.

Power to apply existing funds.

44. The Company may raise and apply for or towards any of the purposes of this Act or of any of their existing Acts to which capital is properly applicable any money which they are already authorised to raise and which may not be required by them for the special purposes (if any) for which that money was authorised to be raised.

Power for Company to raise capital by shares or stock.

45. The Company from time to time by resolution of a general meeting convened with special notice of the purpose may for the purposes of this Act and for the general purposes of their undertaking raise by the creation of shares or stock such additional sums of money as they think fit not exceeding in the whole seven hundred and fifty thousand pounds and such sums or any part or parts thereof respectively may be raised by the creation and issue of preference shares or stock and if so raised the nominal amount of the preference shares or stock so created shall not exceed seven hundred and fifty thousand pounds or by the creation and issue of ordinary shares or stock or of ordinary shares or stock (not exceeding in the whole in nominal amount one million one hundred and fifty thousand pounds) with dividends wholly or in part deferred or contingent upon the amount of dividend payable on the ordinary stock sufficient in nominal amount to raise the said sums or so much thereof respectively as shall not be raised by preference shares or stock or in their option the Company may raise proportionate amounts of preference shares or stock or ordinary shares or stock with or without contingent or deferred

dividends and any such shares or stock may be made convertible at such time and subject to such conditions as the Company may prescribe at the time of creating the same into ordinary shares or stock provided the total amount of money to be raised under this section shall not exceed seven hundred and fifty thousand pounds and the provisions contained in the seventy-eighth section of the Great Eastern Railway Act 1876 shall be applicable with respect to any share or stock which may be so created.

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46. All shares or stock created by the Company under this Act shall subject to the provisions of this Act form part of the general capital of the Company.

Shares or stock to form part of Company's general capital.

47. The Company shall not issue any share under this Act of less nominal value than ten pounds nor shall any share vest in the person or corporation accepting it unless and until a sum not being less than one fifth of the amount thereof is paid in respect thereof.

Shares not to be issued until one fifth paid.

48. Twenty per centum on the amount of any share shall be the largest amount of any call which may be made thereon and there shall be an interval of not less than three months between any two successive calls and the Company shall not call up more than three fourths of the amount of a share in any year.

Calls.

49. The Company may in respect of the additional capital of seven hundred and fifty thousand pounds which they are by this Act authorised to raise by the creation and issue of shares or stock from time to time borrow on mortgage of their undertaking such sums as they think fit not exceeding in the whole two hundred and fifty thousand pounds (that is to say) when one hundred and fifty thousand pounds in respect of such additional capital has been bonâ fide paid up and certified as herein-after mentioned they may borrow on mortgage any sum of money not exceeding fifty thousand pounds and a like additional sum of fifty thousand pounds when every further sum of one hundred and fifty thousand pounds has been bonâ fide paid up and certified as herein-after mentioned but no such borrowing powers shall be exercised by the Company until they shall prove to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act 1845 before he so certifies that shares or stock for raising such additional capital or some part thereof have been bonâ fide paid up to the extent in money of one hundred and fifty thousand pounds in respect of every sum of fifty thousand pounds intended to be borrowed 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 proofs aforesaid have been given which certificate shall be sufficient evidence thereof.

Power to borrow on mortgage.

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Existing mortgages to have priority.

50. 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 their continuance and subject to the provisions of the Acts under which the same were respectively granted have priority over any mortgages granted by virtue of this Act but nothing in this section shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Repealing provisions of Act of 1883 for appointment of a receiver.

51. The provisions of the Act of 1883 authorising the appointment of a receiver for principal or interest moneys due upon any mortgages of the Company are hereby repealed but subject and without prejudice to any appointment of a receiver or proceedings taken under or by virtue of such appointment and in force or pending at the time of the passing of this Act.

For appointment of a receiver.

52. The mortgagees of the Company 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.

53. The Company may create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 but notwithstanding anything therein contained the interest of all debenture stock at any time after the passing of this Act created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time after the passing of this Act granted by the Company and shall have priority over all principal moneys secured by such mortgages.

Repealing former provisions as to capital for Parkeston Quay.

54. Section 27 of the Act of 1877 as amended by section 35 of the Act of 1883 and the last-mentioned section are hereby repealed and the resolution of the Company of the thirtieth day of January one thousand eight hundred and eighty creating the separate capital authorised to be raised by the Act of 1877 is hereby cancelled.

Application of loan or share capital under Act.

55. All money raised under this Act whether by shares stock mortgages or debenture stock shall be applied only for purposes authorised by this Act and other purposes of the undertaking of the Company being in all cases purposes to which capital is properly applicable.

For the redemption of preference stock of 1876

56. For the purpose of redeeming the preference stock of 1876 and the Northern Extension stock the following provisions shall have effect (that is to say):—

(A) The Company may by resolution of a general meeting convened with special notice of the purpose create for the redemption of the preference stock of 1876 new preference stock of the nominal amount of one million pounds and if the dividend attached by the Company to such new preference stock be at or less than at the rate of four pounds five shillings per centum per annum the Company may create an additional amount of fifty thousand pounds new preference stock being the aggregate amount of the premium payable on redemption of the stock of 1876 in accordance with the terms of issue ;

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and Northern
Extension
stock.

(B) The Company may in like manner for the redemption of the Northern Extension stock create new preference stock of the nominal amount of one million five hundred thousand pounds and if the rate of dividend attached to such new preference stock be at or less than at the rate of four pounds five shillings per centum per annum the Company may create an additional amount of seventy-five thousand pounds new preference stock being the aggregate amount of the premium payable on redemption of the Northern Extension stock in accordance with the terms of issue ;

(C) The said sum of one million pounds or as the case may be one million and fifty thousand pounds new preference stock for the redemption of the stock of 1876 and the said sum of one million five hundred thousand pounds or as the case may be one million five hundred and seventy-five thousand pounds new preference stock for the redemption of the Northern Extension stock may be created separately and at different meetings or the Company may create one stock of the same class for the entire amount authorised to be created or if created separately provide for its ultimately forming stock of one class and the new preference stock or stocks as the case may be or any part thereof may be made convertible at such times and subject to such conditions as the Company may prescribe at the time of creating the same into ordinary stock and the provisions contained in section 78 of the Great Eastern Railway Act 1876 shall be applicable with respect to such new preference stock or stocks ;

(D) The preferential dividend on such new preference stock or stocks as the case may be shall be at such rate or rates per annum as the Company may determine but shall be less than the rate of dividend on the stock or stocks to be redeemed ;

(E) All new preference stock created under the provisions of this section for the redemption of the stock of 1876 and of the Northern Extension stock shall (1) if created separately and

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without provision being made at the time of creation for its forming stock of one class have as regards other stocks or shares of the Company the same priority or preference of dividend or interest as the stock for the redemption of which it is created or (2) if created as of one class or to ultimately form stock of one class have the same priority or preference of dividend or interest as the Northern Extension stock ;

- (F) The Company may by resolution of a general meeting convened with special notice of the purpose in lieu of creating and issuing the new preference stock or stocks as the case may be or any part or parts thereof respectively for the redemption of the stock of 1876 and the Northern Extension stock or either of those stocks or any part or parts thereof respectively create and issue new ordinary stock provided that one hundred pounds nominal value of new ordinary stock shall represent at least sixty-five pounds nominal value of new preference stock and the amount of new preference stock or stocks as the case may be shall be reduced accordingly to the extent of the equivalent issue of new ordinary stock ;
- (G) The new preference stock or stocks and the new ordinary stock (which are in this Act referred to as the redemption stocks) may be created previous to at the same time as or at any time after the resolution of the Company authorising the redemption of the preference stock of 1876 and the Northern Extension stock or either of them and may be issued by the directors at such time in such manner and to such persons as may be authorised by any resolution of a general meeting convened with special notice of the purpose ;
- (H) The directors may (if so authorised by resolution of the Company) at any time after the creation of the redemption stocks or any of them agree with any of the holders of any portion or portions of the respective stocks to be redeemed for the redemption at any time after such creation of such portion or portions by an issue of redemption stock of such amount and description as they may think fit instead of by payment in cash ;
- (I) The redemption stocks shall be issued and applied solely for the purposes of the redemption of the stock of 1876 and the Northern Extension stock and for no other purpose and shall be in addition to the capital which the Company are by this Act or otherwise authorised to raise: Provided that the Company may from time to time sell and dispose of any redemption stock not applied for the purposes of redemption to such person or

persons and upon such terms and conditions as they think fit and shall apply the proceeds of any stock so sold and disposed of in redeeming the preference stock of 1876 or the Northern Extension stock by payment in cash in accordance with the terms of the respective resolution creating the same.

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57. Nothing in this Act contained nor the exercise of any of the powers of this Act shall alter or prejudice the right of the holders of the stock of 1876 or of the Northern Extension stock who shall not agree to accept the redemption stock instead of cash to receive in cash on the redemption of the respective stock the sums secured to them by the resolution of the Company under which such stock was created and issued nor to alter or prejudice the right of the Company to redeem the preference stock of 1876 and the Northern Extension stock in accordance with the terms of the respective resolutions creating the same.

Saving rights of preference shareholders and Company.

58. Forthwith upon the redemption of any such existing stock or of the issue of redemption stock in lieu thereof such existing stock shall be cancelled.

Stock when redeemed to be cancelled.

59. The redemption stock so accepted in exchange for the aforesaid existing stocks shall remain and be vested in the person or persons to whom it is issued upon the same trusts and subject to the same powers provisoes declarations agreements charges liabilities and incumbrances as at the time of the issue thereof affect the stock for which the redemption stock is exchanged and so as to give effect to and not revoke any testamentary disposition of or affecting the same and the bequest of any specific amount of such existing stock shall be held to apply to the amount of redemption stock for which it is exchanged and trustees and executors or administrators and other incapacitated persons may accept such redemption stock in substitution for or in exchange for the preference stock of 1876 or the Northern Extension stock respectively as the case may be held by them and may hold retain dispose of or otherwise deal with such redemption stock in all respects as they might have held retained disposed of or otherwise dealt with the stock or stocks for which such redemption stock is exchanged.

Vesting and incidents of redemption stock.

60. 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.

Interest not to be paid on calls paid up.

[Ch. xciii.] *Great Eastern Railway (General Powers) Act, 1885.* [48 & 49 VICT.]

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

61. 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.

Provisions as
to general
Railway
Acts.

62. Nothing in this Act contained shall exempt the Company or any other railway company or their undertaking from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares tolls or charges or the rates for small parcels authorised by any Act relating to the Company or to such other railway company.

Expenses of
Act.

63. The costs charges and expenses preliminary to and of and incidental to the preparing of and applying for and the obtaining and passing of this Act shall be paid by the Company.