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ANNO DECIMO TERTIO & DECIMO QUARTO

VICTORIÆ REGINÆ.

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London and *Grantham*) Act, 1847:" And whereas in the Session of Parliament held in the Eleventh and Twelfth Years of the Reign of Her present Majesty Two other Acts were passed, the one called

11 & 12 Vict. c. 114. "The *Great Northern* Railway Acts Amendment and *Isle of Axholme* Extension Act, 1848," and the other "The *Leeds* Central Railway

11 & 12 Vict. c. 71. Station Act, 1848:" And whereas in the last Session of Parliament

12 & 13 Vict. c. 84. another Act was passed, called "The *Great Northern* Railway Acts Amendment Act, 1849:" And whereas an Act was passed in the Session of Parliament held in the Ninth and Tenth Years of the

9 & 10 Vict. c. 88. Reign of Her present Majesty, called "The *East Lincolnshire* Railway Act, 1846," the Provisions whereof were amended by Three other Acts, Two of which were passed in the Session of Parliament held in the Tenth and Eleventh Years of the same Reign, and are

10 & 11 Vict. cc. 113. 125. respectively called "The *East Lincolnshire* Railway (*Louth* Navigation Purchase) Act, 1847," and "The *East Lincolnshire* Railway (Branch to *Great Grimsby* and *Sheffield Junction* Railway at *Grimsby*) Act, 1847," and the other of such Acts was passed in the Session of Parliament held in the Eleventh and Twelfth Years of the same Reign,

11 & 12 Vict. c. 62. and is called "The *East Lincolnshire* Railway (Alteration of *Great Grimsby* Branch) Act, 1848:" And whereas under the Powers of an Act passed in the said Session of Parliament held in the Tenth and Eleventh Years of the Reign of Her present Majesty, and called

10 & 11 Vict. c. 148. "The *Great Northern* Railway Company's Purchase Act, 1847," the *East Lincolnshire* Railway Company were empowered to grant and the *Great Northern* Railway Company were authorized to accept a Lease of the Undertakings of the *East Lincolnshire* Railway Company, and in pursuance of that Power the *Great Northern* Railway Company are now in possession of the *East Lincolnshire* Railway: And whereas it is expedient that the *Great Northern* Railway Company should be empowered to divert their Railway near *Doncaster*, to construct Two short Curves to unite their Railway with the *Eastern Counties* Railway at *Fletton* in the County of *Huntingdon*, and that they should also have Power to stop up and divert the Roads after mentioned: And whereas it is also expedient that the Tolls upon the *Great Northern* and *East Lincolnshire* Railways should be altered, and that some of the Powers and Provisions of the recited Acts or of some of those Acts should be amended and enlarged; but the Purposes aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That all the Powers and Provisions contained in "The

Powers of 8 & 9 Vict. cc. 18. and 20., except as Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," except such of those Powers and Provisions as

as are by this Act expressly repealed, altered, or otherwise provided for, shall extend to this Act, and to the several Matters hereby authorized, as fully and effectually as if such Powers and Provisions were repeated and re-enacted in this Act. altered, &c., extended to this Act.

II. And be it enacted, That in citing this Act in other Acts of Parliament, and in all legal Instruments and other Documents and Proceedings, it shall be sufficient to describe it as "The *Great Northern* Railway and *East Lincolnshire* Railway Acts Amendment Act, 1850." Short Title of Act.

III. And whereas Plans and Sections of the Works by this Act authorized showing the Lines and Levels thereof, and also Books of Reference to such Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and of the Occupiers of the Lands through which such Works are intended to pass, have been deposited with the respective Clerks of the Peace for the West Riding of *Yorkshire* and for the County of *Huntingdon:* Be it enacted, That it shall be lawful for the Company to make and maintain the new Lines of Railway and other Works herein-after particularly described in the Lines and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the Lands as shall be necessary for such Purposes. Power to construct Works according to deposited Plans.

IV. And be it enacted, That the said new Lines of Railway shall be the following; *viz.* New Lines of Railway, &c.:

A new or substituted Line of Railway, with all proper Works, Stations, Approaches, and Conveniences connected therewith, commencing at a certain Field numbered 61 on the Plans referred to in "The *Great Northern* Railway Act, 1846," in the Township and Parish of *Rossington* in the said West Riding, passing through *Loversall*, *Cantley*, and *Doncaster*, and terminating in the Township of *Balby with Hexthorpe* in the Parish of *Doncaster*, all in the said West Riding, at a certain Field numbered 79 *a* on the Plans referred to in "The *Great Northern* Railway (Deviation near *Doncaster*) Act, 1847:" Diversion at Doncaster:

And Two Curves, with all proper Works and Conveniences connected therewith, (which will be situate wholly in the Parish of *Fletton* in the County of *Huntingdon*,) the one to commence by a Junction with the *Great Northern* Railway in or near a certain Field numbered 39 on the Plans referred to in "The *Great Northern* Railway (Deviation between *London* and *Grantham*) Act, 1847," and the other to commence by a Junction with the said *Great Northern* Curves at Fletton.

Northern Railway in or near a certain Field numbered 24 on the same Plans, and both of the said Curves to terminate by a Junction with the *Eastern Counties* Railway.

As to Diversion of Roads near Doncaster.

V. And whereas under the Powers of "The *Great Northern* Railway (Deviation near *Doncaster*) Act, 1847," the *Great Northern* Railway crosses on the Level Two public Roads in the Parish of *Doncaster*, called the *West Laith Gates Road* and the *Cherry* or *Workhouse Lane*: And whereas such level Crossings, being not far apart, are attended with great Inconvenience, and the public Advantage would be promoted by the Diversion of the said Roads, and by carrying them over the Railway: Be it therefore enacted, That it shall be lawful for the Company to stop up and divert the said Roads, and to carry the same over their Railway in the Manner described upon the first-mentioned deposited Plans.

Power to Company to abandon the Formation of Part of the Line.

VI. And be it enacted, That the Company shall abandon the Formation of so much of the Railway as was intended to be constructed between the said Field numbered 61 and the other Field numbered 79*a* as aforesaid; and all the Powers, Authorities, and Privileges by the said recited Acts or any of them granted to the Company for the Construction, Maintenance, or Use of the said Portion of Railway so required to be abandoned shall from and after the passing of this Act cease and determine.

Compensation to be made where Contracts have been entered into or Notices given.

VII. Provided always, and be it enacted, That in any Case where before the passing of this Act any Contract has been entered into or Notice given by the Company for purchasing any Lands which the Company were empowered to purchase for the Purpose of constructing the Portion of Railway to be abandoned as aforesaid, the Company shall make to the Owners or Occupiers of and other Parties interested in such Lands full Compensation for all Injury or Damage sustained by such Owners, Occupiers, and other Parties by reason of such Purchase not being completed pursuant to such Contract or Notice; and the Amount and Application of such Compensation shall be determined in the Manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the Amount and Application of the Compensation to be paid for Lands taken under the Provisions thereof: Provided also, that the Authority hereby given for abandoning the Formation of the aforesaid Portion of the said Railway shall not prejudice or affect the Right of the Owner or Occupier of any Lands which the Company were so empowered to purchase as aforesaid to receive from the Company Compensation for any Damage that may have been occasioned by the Entry of the Company upon such Lands for the Purpose of surveying and taking Levels, and of probing or boring

boring to ascertain the Nature of the Soil, or of setting out the Line of the Railway, pursuant to the Provisions for that Purpose in "The Lands Clauses Consolidation Act, 1845," contained.

Power to purchase Land for extraordinary Purposes.

VIII. And be it enacted, That it shall be lawful for the Company to purchase any Quantity of Land for extraordinary Purposes, not exceeding Ten Acres, in addition to the Land which they are at present authorized to take for such Purposes.

Power for compulsory Purchase of Lands limited.

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

Period for the Completion of the Works.

X. And be it enacted, That the Works hereby authorized shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by this Act granted to the Company for executing such Works, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Provisions as to Tolls in recited Acts repealed.

XI. And whereas by the before-recited Acts the *Great Northern* Railway Company and the *East Lincolnshire* Railway Company are authorized to charge for the Use of their respective Undertakings, and for the Carriage of Passengers and Goods and Minerals thereon, certain Tolls, Rates, and Duties, subject to the Regulations and Restrictions in such Acts contained: Be it enacted, That all the Provisions, Matters, and Things in the recited Acts contained, whether with relation to the *Great Northern* Railway or to the *East Lincolnshire* Railway, touching the Tolls, Rates, and Duties to be charged for the Use of the said Railways or either of them, or the Conveyance of Passengers, Goods, and Minerals thereon, be and the same are hereby repealed.

Tolls on Railways:

XII. And be it enacted, That from and after the passing of this Act it shall be lawful for the said *Great Northern* and *East Lincolnshire* Railway Companies to demand and receive, in respect of the Use of their respective Undertakings, any Rates, Tolls, and Charges not exceeding the Rates, Tolls, and Charges following; (that is to say,)

For Passengers:

For every Passenger conveyed in a First-class Carriage by any ordinary Train, the Sum of One Penny Halfpenny *per* Mile:

For every Passenger conveyed in a Second-class Carriage by any such Train, the Sum of One Penny *per* Mile:

For every Passenger conveyed in a Third-class Carriage by any such Train, the Sum of Three Farthings *per* Mile:

For Cattle, Goods, &c.

And with respect to Horses, Cattle, Carriages, and Goods, as follows:

For every Horse, Mule, or other Beast of Draught or Burden, Two-pence *per* Mile:

For Cattle, the Sum of One Penny *per* Head *per* Mile:

For every Calf, Pig, Sheep, Lamb, or other small Animal, One Halfpenny *per* Mile:

For every Carriage, Three-pence *per* Mile:

For Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Pig and Bar Iron, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, and Salt, the Sum of One Penny *per* Ton *per* Mile:

For all Coal, Slack, Cannel, Coke, Culm, and Cinders passing any Distance not exceeding Fifty Miles, the Sum of Three Farthings *per* Ton *per* Mile; and if passing a Distance exceeding Fifty Miles, Five Eighths of a Penny *per* Ton *per* Mile for the whole Distance travelled:

For Sheet Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron, One Penny Halfpenny *per* Ton *per* Mile:

For Sugar, Grain, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, Deals, Metals, Nails, Anvils, Vices, and Chains, the Sum of Two-pence *per* Ton *per* Mile:

For Cotton and other Wools, Drugs, and manufactured Goods, the Sum of Two-pence Halfpenny *per* Ton *per* Mile:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, the Sum of Three-pence *per* Ton *per* Mile:

Provided always, that with respect to all Persons and Things conveyed over the Railways for a less Distance than Six Miles the said Companies may demand Tolls as for Six Miles; and with respect to Coals, Slack, Cannel, Coke, Culm, and Cinders passing any Distance exceeding Fifty Miles, the Companies may demand and receive Tolls as for Fifty Miles at the least.

Maximum Rates of Charges:

XIII. And be it enacted, That the said Companies may lawfully demand and receive as their maximum Rate of Charge for the Conveyance of Passengers along their Railways, including the Tolls for the Use of the Railways, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, except Government Duty, any Rates or Sums not exceeding the Rates or Sums following; (that is to say,)

For Passengers:

For every Passenger conveyed in or by any Express Train, the Sum of Three-pence *per* Mile:

For

For every Passenger conveyed in a First-class Carriage by any ordinary Train, the Sum of Two-pence *per* Mile:

Provided that for any fractional Part of Sixpence beyond an integral Number of Sixpences the Companies may demand Sixpence:

For every Passenger conveyed in a Second-class Carriage by any such Train, the Sum of One Penny Halfpenny *per* Mile:

Provided that for any fractional Part of Sixpence beyond an integral Number of Sixpences the Companies may demand Sixpence: Provided always, that the Second-class Carriages belonging to the Companies shall be closed, and shall have Glass Windows:

For every Passenger conveyed in a Third-class Carriage by any such Train, the Sum of One Penny *per* Mile:

Provided always, that for any fractional Part of Three-pence beyond Three-pence or a Multiple thereof the Companies may demand Three-pence: Provided also, that the Third-class Carriages of the Companies shall be covered and have Seats for the Passengers, and that the Companies shall be compelled to convey such Carriages along their Railways every Day as often and upon such Conditions as the Railway Commissioners shall from Time to Time prescribe.

For Goods, Cattle, &c.

And with respect to the Conveyance of Goods and Minerals the said Companies may lawfully demand and receive as their maximum Rate of Charge for the Conveyance thereof along their Railways, including the Tolls for the Use of the Railways, and Waggons or Trucks and locomotive Power, and every Expense incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the said Companies, and except a reasonable Sum for warehousing and Wharfage, or for any other extraordinary Services performed by the said Companies, (in respect of which the said Companies may make a reasonable extra Charge,) any Rates or Sums not exceeding the Rates or Sums following; (that is to say,)

For every Horse, Mule, or other Beast of Draught or Burden, Three-pence *per* Mile; but if the Owner requires a separate Carriage, Five-pence *per* Mile:

For every Ox, Cow, Bull, or Neat Cattle, the Sum of Two-pence *per* Mile; but if the Owner requires a separate Carriage, the Sum of Four-pence *per* Mile:

For every Calf or Pig, One Penny *per* Mile:

For every Sheep, Lamb, or other small Animal, Three Farthings *per* Mile:

For every Carriage, Four-pence Halfpenny *per* Mile:

For all Coal, Cannel, Culm, Coke, Slack, and Cinders, conveyed any Distance not exceeding Twenty-four Miles, the Sum of One Penny *per* Ton *per* Mile; and if conveyed for any Distance exceeding Twenty-four Miles, Three Farthings *per* Ton *per* Mile for the whole Distance travelled:

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, the Sum of One Penny Halfpenny *per* Ton *per* Mile if conveyed for a Distance not exceeding Fifteen Miles, and the Sum of One Penny and One Eighth *per* Ton *per* Mile if conveyed a Distance exceeding Fifteen Miles:

For Iron not damageable, One Penny Three Farthings *per* Ton *per* Mile:

For damageable Iron, Sheet Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron, One Penny Three Farthings *per* Ton *per* Mile:

For Sugar, Grain, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, Deals, Metals, Hardware in Packages or Cases, Nails, Anvils, Vices, and Chains, the Sum of Two-pence Halfpenny *per* Ton *per* Mile if conveyed for a less Distance than Fifty Miles, and the Sum of Two-pence *per* Ton *per* Mile if conveyed Fifty Miles or upwards:

For Cotton and other Wools, and manufactured Goods, the Sum of Three-pence *per* Ton *per* Mile if conveyed a less Distance than Fifty Miles, and the Sum of Two-pence Halfpenny *per* Ton *per* Mile if conveyed a Distance of Fifty Miles or upwards:

For Fish, Feathers, Canes, Cochineal, Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, if conveyed for a less Distance than Fifty Miles, Three-pence Halfpenny *per* Ton *per* Mile, and if conveyed for the Distance of Fifty Miles or upwards, the Sum of Three-pence *per* Ton *per* Mile.

Regulations as to Tolls.

And the following Regulations shall apply to such maximum Rates and Charges:

The Companies shall be at liberty to fix a minimum Charge of Ten Shillings to be taken for each Carriage, and of Five Shillings for every Horse, conveyed upon their Railways, notwithstanding the Charge for the Distance for which such Carriage or Horse respectively may be conveyed according to the Rates aforesaid may not amount to those Sums:

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The Companies shall not be compelled to provide Waggons or Carriages for the Conveyance of Coal, Cannel, Slack, Culm, Coke, or Cinders:

Where any of the before-mentioned Articles, Matters, Persons, or Things shall be conveyed on the said Railways for a less Distance than Six Miles the said Companies are hereby empowered to demand and receive the aforesaid Charges, Rates, or Tolls, as the Case may be, for Six Miles; and where any such Articles, Matters, or Things shall be carried a Distance exceeding Twenty-four Miles and Fifty Miles respectively, the Companies are hereby empowered to demand and receive Rates, Tolls, or Charges as for Twenty-four and Fifty Miles respectively at the least:

For a Fraction of a Mile beyond any integral Number of Miles the Companies may charge in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile then for the full Quarter of a Mile:

For a Fraction of a Ton the Companies may charge according to the Number of Quarters of a Ton, any Fraction of a Quarter being deemed a Quarter:

Where a Waggon for the Carriage of Cattle or Sheep shall be conveyed by the Companies for One Party, the Charge for any such Waggon capable of containing Six Oxen or Twenty-five Sheep shall not exceed Sixpence *per* Mile:

And with respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

And with respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

XIV. And be it enacted, That as regards small Packages, and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the said Companies may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels, that is to say, any Parcel not exceeding Five hundred Pounds Weight, the said Companies may demand any Sum which they may think fit: Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the said Companies may demand such Sum as they think fit, not exceeding Eight-pence *per* Ton *per* Mile:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the said Companies may demand such Sum as they think fit.

Companies may take increased Charges by Agreement.

XV. Provided always, and be it enacted, That nothing herein contained shall be held to prevent the said Companies from taking any increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance thereof by Passenger or other Trains, or by reason of any other special Service performed by the said Companies in relation thereto, and also any reasonable Sum (not exceeding, in case of Dispute, such Sum as may be limited by the Commissioners of Railways,) by way of Hoistage, Pontage Toll, or otherwise, in consideration of the Construction or Employment or Use by the said Companies of any Hoist or any Bridge or other important Work which may belong to or be employed or used by the said Companies.

Companies to find locomotive Power.

XVI. And be it enacted, That the said Companies shall and they are hereby required from Time to Time and at all Times to find and provide sufficient locomotive Power when and as the same shall be required, and (as soon as an adequate and sufficient Load shall be in readiness) to convey all Merchandize, Articles, empty Waggons, Matters and Things, upon and along their Railways: Provided always, that all Minerals shall be presented to the Companies in Waggons fitted to travel on the Railways at the ordinary Speed.

Passengers Luggage.

XVII. And be it enacted, That every Passenger travelling upon the said Railways in a First-class Carriage may take with him his ordinary Luggage not exceeding One hundred and twelve Pounds in Weight, and every Passenger travelling in a Second-class Carriage may take with him his ordinary Luggage not exceeding Sixty Pounds in Weight, and every Passenger travelling in a Third-class Carriage may take with him his ordinary Luggage not exceeding Forty Pounds in Weight, without any Charge being made for the Carriage.

XVIII. Pro-

Restriction as to Charges not to apply to Special Trains.

XVIII. Provided always, and be it enacted, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special or Extra Train that may be required upon the said Railways, but shall apply only to the ordinary Trains appointed or to be appointed from Time to Time by the said Companies for the Conveyance of Passengers and Goods upon their said Railways.

Subsisting Agreements not to be affected.

XIX. Provided always, and be it enacted, That nothing herein contained shall in any Manner vary the Amount of any Tolls or Charges to be paid or taken by the Company to or from any other Company, Person or Persons, under any Agreements now subsisting, but, notwithstanding that the Tolls and Charges hereby authorized to be taken shall exceed those specified or referred to in such Agreements, the same Amount of Tolls and Charges shall continue to be paid thereunder as if this Act had not passed.

Commissioners for Public Works may advance Monies.

XX. And be it enacted, That it shall be lawful for the Commissioners for Public Works, if they shall so think fit, to advance Monies to the Companies upon the Security of the said Railways.

As to Appointment of Constables.

XXI. And be it enacted, That it shall be lawful for Two or more Justices of the Peace acting within their Jurisdiction, and they are hereby required, from Time to Time to appoint such Persons as they shall think fit for that Purpose to be Special Constables within the Limits of the respective Jurisdictions of such Justices upon the Railways comprised in the before-mentioned Acts or any of them, or any other Acts relating to the *Great Northern* Railway Company, and upon the Works belonging thereto or connected therewith respectively, or within Five hundred Yards thereof or of any Part thereof; and every Person so appointed shall make Oath in due Form of Law before the said Justices of the Peace or One of them duly to execute the Office of a Constable for the said Premises; and every Person so appointed and sworn as aforesaid shall have Power to act as a Constable for the Preservation of the Peace, and for the Security of Persons and Property against Felonies and other unlawful Acts, within the Limits of the said Premises of or belonging to the said Company, or within Five hundred Yards thereof, without reference to any Parochial or County or other Division or Boundary, and he and they shall have, use, exercise, and enjoy all such Powers, Authorities, Protections, and Privileges for the apprehending Offenders, as well by Night as by Day, and for doing therein all Acts, Matters, and Things for the Prevention, Discovery, and Prosecution of Felonies and other Offences, and for the Preservation of the Peace, as Constables duly appointed have or may hereafter have by the Laws and Statutes of this Kingdom; and it shall be lawful for the said Justices

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to dismiss or remove any such Constable, and upon every such Dismissal or Removal all Powers, Authorities, Protections, and Privileges by virtue of such Appointment as aforesaid vested in any Person so dismissed or removed shall wholly cease.

As to Persons obstructing Railway. 3 & 4 Vict. c. 97.

XXII. And whereas by the "Act for regulating Railways," passed in the Session of Parliament held in the Third and Fourth Years of the Reign of Her present Majesty, it is enacted, that "every Person "who shall wilfully do or cause to be done anything in such Manner "as to obstruct any Engine or Carriage using any Railway, or to "endanger the Safety of Persons conveyed in or upon the same, or "shall aid or assist therein, shall be guilty of a Misdemeanor, and being "convicted shall be liable, at the Discretion of the Court before which "he shall have been convicted, to be imprisoned, with or without "hard Labour, for any Term not exceeding Two Years:" And whereas 8 & 9 Vict. c. 20. the Provisions in "The Railways Clauses Consolidation Act, 1845," for the Apprehension of transient Offenders, do not extend to Persons offending as aforesaid: Be it enacted, That it shall be lawful for any Officer or Agent of the Company, and all Persons called by him to his Assistance, to seize any Person who shall have offended as aforesaid upon the Railways authorized by the before-recited Acts, and the Name and Residence of which Person so offending shall be unknown to such Officer or Agent, and to convey the said Offender with all convenient Despatch before some Justice, without any Warrant or other Authority than this Act, and the said Justice shall proceed thereon as the Law directs.

Half-yearly Meetings and Accounts.

XXIII. And be it enacted, That it shall be lawful for the Company, if they shall so think fit, to close the half-yearly Accounts on the Thirty-first of *January* and Thirty-first of *July* in each Year, and to hold the General Half-yearly Meetings of the Company in the Months of *March* and *September*, or within Seven Days thereafter respectively.

Isle of Axholme Extension, Capital to be separately dealt with.

XXIV. And whereas it is by the said recited "*Great Northern* Railway (*Isle of Axholme* Extension) Act, 1848," provided, that the Capital to be raised under the Powers of the same Act shall be applicable only to the Objects and Purposes by that Act authorized: And whereas no Part of such Capital has been raised by Shares, Mortgage, or Bond: Be it enacted, That it shall be lawful for the Directors, in case they shall think fit so to do, to order the Receipts from and the Expenses of the said *Isle of Axholme* Extension Railway to be kept separate from the general Receipts and Expenses of the said Company, and to authorize the net Profits arising from such Extension Railway to be paid by way of Dividend upon the Capital Money

which shall have been raised for the Construction of the said Line, or as to such Part of the same Capital as shall consist of borrowed Money to be paid by way of Interest thereon; and further, in case they shall see fit so to do, to direct the Capital and the Working Expenses and Receipts of any particular Section of the said *Axholme* Extension Railway to be kept and be paid and applicable separately from any other Part of the same Railway, in like Manner as if such Section constituted the whole of the same Railway.

Powers of East Lincolnshire Railway Company vested in Great Northern Railway Company.

XXV. Provided always, and be it enacted, That during the Continuance of the Lease of the *East Lincolnshire* Railway to the *Great Northern* Railway Company the several Powers as to the demanding of Toll, and as to the other Matters and Things herein specified, by this Act intended to be conferred upon the *East Lincolnshire* Railway Company, shall be exercised by the *Great Northern* Railway Company, as fully as if the *Great Northern* Railway Company were throughout this Act named in the Place of the said *East Lincolnshire* Railway Company.

Power to Company to pay to East Lincolnshire Company the Rent half-yearly, although no Meeting has been held to declare a Dividend.

XXVI. And whereas by "The *Great Northern* Railway Act Amendment Act, 1849," it was provided, that all the Powers, Privileges, and Authorities of the *East Lincolnshire* Railway Company relating to the *East Lincolnshire* Railway should be exercised by the *Great Northern* Railway Company during the Continuance of the said Lease: And whereas the Rent reserved by the said Lease is a fixed Sum: Be it enacted, That during the Continuance of the said Lease, and notwithstanding anything in "The Companies Clauses Consolidation Act, 1845," contained, it shall be lawful for the Directors for the Time being of the said Company to pay to the Proprietors half-yearly the Amount of the Rent of the *East Lincolnshire* Railway which the said Directors shall have received from the Lessees, and that notwithstanding there may not have been a Meeting of the Proprietors to declare a Dividend; and it shall not be necessary for the *East Lincolnshire* Railway Company to hold more than One annual General Meeting of the said Company, which Meeting shall be held in the Month of *February* in each Year, and in default of a Quorum at such Meeting the Matters appointed by the said Companies Clauses Consolidation Act to be transacted at such General Meetings shall and may be transacted by the Directors of the said Company: Provided always, that nothing herein contained shall prevent the Directors from calling General Meetings of the Company, when they think fit, or shall diminish the Right of the Shareholders to convene such Meetings by Requisition in the Manner prescribed by the Acts relating to the same Company.

As to General Meetings of East Lincolnshire Railway Company.

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

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

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

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

Railways to be subject to Provisions of future general Acts.

XXIX. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railways by this or the said recited Acts authorized to be made, or the said Company, from the Provisions of any general Act relating to such Acts, or of any general Act relating to Railways, or to 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 and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act.

Expenses of Act.

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

XXXI. And

Interpretation of Terms.

XXXI. And be it enacted, That the Term "the Company" or "the said Company" in this Act shall mean "The *Great Northern* Railway Company," unless there is in the Context something incompatible with that Interpretation.

Public Act.

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

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