



**Law
Commission**
Reforming the law

Statute Law Repeals: Consultation Paper Abortive Railway Projects – Proposed Repeals

BACKGROUND NOTES ON STATUTE LAW REPEALS (SLR)

What is it?

1. Our SLR work involves repealing statutes that are no longer of practical utility. The purpose is to modernise and simplify the statute book, thereby reducing its size and thus saving the time of lawyers and others who use it. This in turn helps to avoid unnecessary costs. It also stops people being misled by obsolete laws that masquerade as live law. If an Act features still in the statute book and is referred to in text-books, people reasonably enough assume that it must mean something.

Who does it?

2. Our SLR work is carried out by the Law Commission and the Scottish Law Commission pursuant to section 3(1) of the Law Commissions Act 1965. Section 3(1) imposes a duty on both Commissions to keep the law under review “with a view to its systematic development and reform, including in particular ... the repeal of obsolete and unnecessary enactments, the reduction of the number of separate enactments and generally the simplification and modernisation of the law”.

Statute Law (Repeals) Bill

3. Implementation of the Commissions’ SLR proposals is by means of special Statute Law (Repeals) Bills. 18 such Bills have been enacted since 1965 repealing more than 2000 whole Acts and achieving partial repeals in thousands of others. Broadly speaking the remit of a Statute Law (Repeals) Bill extends to any enactment passed at Westminster. Accordingly it is capable of repealing obsolete statutory text throughout the United Kingdom (i.e. England, Wales, Scotland and Northern Ireland) as well as extending where appropriate to the Isle of Man.

Consultation

4. The Law Commission consults widely before finalising its repeal proposals. The purpose of consulting is to secure as wide a range of views on the proposals as is practicable from all categories of persons who may be affected by the proposals. So the consultation may be with central or local government, organisations, trade bodies, individuals or anyone else who appears to have an interest in a proposal.
5. So far as consulting central government is concerned, any Department or agency with an interest in the subject matter of the repeal proposal will be invited to comment. Because obsolete legislation often extends throughout the United Kingdom it may be necessary to invite comments from several different Departments. So the following will routinely be consulted-
 - ◆ The English Department or Departments with policy responsibility for the subject matter of the proposed repeal (this responsibility will extend to Scotland in appropriate cases)
 - ◆ The Welsh Assembly Government and the Wales Office (unless the proposed repeal relates only to England)
 - ◆ SLR colleagues at the Scottish Law Commission (if the proposed repeal extends to Scotland)
 - ◆ Northern Ireland officials (if the proposed repeal extends to Northern Ireland).

Selection of repeal candidates

6. Candidates for repeal are selected on the basis that they are no longer of practical utility. Usually this is because they no longer have any legal effect on technical grounds - because they are spent, unnecessary or obsolete. But sometimes they are selected because, although they strictly speaking do continue to have legal effect, the purposes for which they were enacted either no longer exist or are nowadays being met by some other means.
7. Provisions commonly repealed by Statute Law (Repeals) Acts include the following-
 - (a) references to bodies, organisations, etc. that have been dissolved or wound up or which have otherwise ceased to serve any purpose;
 - (b) references to issues that are no longer relevant as a result of changes in social or economic conditions (e.g. legislation about tithes or tin mines);
 - (c) references to Acts that have been superseded by more modern (or EU) legislation or by international Convention;
 - (d) references to statutory provisions (i.e. sections, schedules, orders, etc.) that have been repealed;
 - (e) repealing provisions e.g. "Section 33 is repealed/shall cease to have effect";
 - (f) commencement provisions once the whole of an Act is in force;
 - (g) transitional or savings provisions that are spent;
 - (h) provisions that are self-evidently spent - e.g. a one-off statutory obligation to do something becomes spent once the required act has duly been done;
 - (i) powers that have never been exercised over a period of many years or where any previous exercise is now spent.

General savings

8. Much SLR work is possible because of the general savings provisions of section 16(1) of the Interpretation Act 1978. This provides that where an Act repeals an enactment, the repeal does not (unless the contrary intention appears) -
 - “(a) revive anything not in force or existing at the time at which the repeal takes effect;
 - (b) affect the previous operation of the enactment repealed or anything duly done or suffered under that enactment;
 - (c) affect any right, privilege, obligation or liability acquired, accrued or incurred under that enactment;
 - (d) affect any penalty, forfeiture or punishment incurred in respect of any offence committed against that enactment;
 - (e) affect any investigation, legal proceeding or remedy in respect of any such right, privilege, obligation, liability, penalty, forfeiture or punishment;

and any such investigation, legal proceeding or remedy may be instituted, continued or enforced, and any such penalty, forfeiture or punishment may be imposed, as if the repealing Act had not been passed”.

Gradual obsolescence

9. The obsolescence of statutes tends to be a gradual process. Usually there is no single identifiable event that makes a statute obsolete. The Statute Law (Repeals) Act 2008 contained several examples of legislation being overtaken by social and economic changes. A scheme to provide farming work for ex-servicemen after the First World War had long fallen into disuse. Changes in agriculture during the second half of the 20th century had greatly reduced the numbers of persons seeking employment in farming. An Act of 1792 that criminalised the giving of false character references to servants seeking domestic employment had become superseded by changes in the civil law. And a Victorian Act requiring noisy street musicians to leave the area on pain of a forty shilling fine had long become obsolete.
10. Even within individual statutes, the obsolescence tends to be gradual. Some provisions fade away more quickly than others. These include commencement and transitory provisions and ‘pump-priming’ provisions (e.g. initial funding and initial appointments to a Committee) to implement the new legislation. Next to go may be order-making powers that are no longer needed. Then the Committee established by the Act no longer meets and can be abolished. However, other provisions may be unrepealable for generations, particularly if they confer pensions rights or confer security of tenure or employment rights. Other provisions may be virtually unrepealable ever. Much of English property law relies on medieval statutes such as Quia Emptores (1290) which is regarded as one of the pillars of the law of real property. This last example usefully shows that just because a statute is ancient it is not necessarily obsolete.

Help from consultees

11. Sometimes it is impossible to tell whether a provision is repealable without factual information that is not readily ascertainable without ‘inside’ knowledge of a Department or other organisation. Examples of this include savings or transitional provisions which are there to preserve the status quo until an office-holder ceases to hold office or until repayment of a loan has been made. In cases like these the repeal notes drafted by the Law Commissions often invite the organisation being consulted to supply the necessary information. Any help that can be given to fill in the gaps is much appreciated.

RAILWAYS – ABORTIVE RAILWAY PROJECTS

INTRODUCTION

Introduction

1. This consultation paper, which is part of a larger exercise concerning obsolete railways legislation, proposes the repeal of 216 obsolete local Acts relating to abortive railway projects. The projects were planned for areas within England and Wales and parts of southern Ireland (today the Republic of Ireland).
2. These Acts are obsolete because the railway projects that they authorised collapsed. In some cases the Acts authorised the commencement or extension of a railway project that was subsequently abandoned. In other cases the Acts authorised the formal abandonment of the project. The usual reason for the abandonment was lack of finance. Large numbers of railway projects collapsed in the banking crisis of 1866, a crisis partly brought about by ambitious speculative investment in railway building.

Overview

3. Most of the Acts now proposed for repeal were enacted in the period 1860 to 1895. By 1860 the principal arteries of the railway network in England and Wales had been completed but there was a need to link outlying rural areas with the network. Branch lines and extension railways were commonly planned to meet this need. Many such railway projects proved uneconomic.
4. Each of the 200 or so local Acts now proposed for repeal has been examined to ensure that none supports (a) any operating railway or (b) any disused railway that could be restored to use. The analysis of each of these Acts, grouped according to the particular railway company involved with the project, is set out in this consultation paper. The route of each planned railway, as prescribed in each Act, is reproduced verbatim.
5. It is clear that most of the railway projects envisaged by these Acts never resulted in the completion of any railway. Indeed many were abandoned without any land being purchased or track laid. But even in those few cases where the railway project was initially successful to the extent that the line was opened for public

use, the line was abandoned within a few years thereafter. Accordingly most of the Acts now proposed for repeal have been obsolete for more than a century.

Special Acts

6. The construction, working and maintenance of the many hundreds of railways built in the nineteenth century was usually authorised by special local Act of Parliament. Parliamentary sanction was necessary to provide the requisite powers to override private and public rights, in particular to facilitate the compulsory purchase of land required by the railways.¹ Moreover, there being no legislation for incorporating new companies along the lines of the Companies Act 1885, an Act was required to incorporate each railway company.
7. The railway company that was responsible for building a particular railway was usually incorporated by the same special Act that authorised the building work. In the early years of railway construction, the powers and duties of every railway company were set out at length in that special Act. However, standard provisions were automatically incorporated in any special Act authorising the construction of a railway passed after 8 May 1845.²
8. Establishing the statutory origins of a railway is sometimes difficult. In particular, tracing the special Act that authorised the building of a railway can be problematic. The name of the railway company itself is not always a reliable indicator. For example, it was not uncommon for 19th century railway companies to bear the name of an earlier defunct company. There are several examples of this in the consultation paper. Thus the name of the *Welshpool and Llanfair Railway Company*, which was established in 1877 and dissolved in 1882, was later adopted by a company established in 1887 and dissolved in 1892. Both were separate legal entities with their own separate constitution and both planned to build a railway in much the same locality. Both projects failed.³ The *Welshpool*

¹ Construction of a railway was possible also by means of a certificate granted by the Board of Trade under the Railways Construction Facilities Act 1864 or the Railway Companies Powers Act 1864.

² All the clauses of the *Railways Clauses Consolidation Act 1845* were incorporated in any special Act passed after 8 May 1845 unless they were expressly varied or excepted. The *Railway Clauses Act 1863* applied to every special Act passed after 1863 but only if the special Act expressly incorporated the 1863 Act. A special Act passed after 8 May 1845 with compulsory purchase powers automatically incorporated the clauses of the *Lands Clauses Consolidation Act 1845*, unless those clauses were expressly varied or excepted.

³ Other examples of railway companies using the name of an earlier company are the *Metropolitan Outer Circle Railway Company*, the *Saint Ives and West Cornwall Junction Railway Company* and the *Uxbridge and Rickmansworth Railway Company*. All these examples appear in the current consultation document.

and *Llanfair Light Railway* that opened in 1903 was authorised by separate powers entirely.⁴

9. Promoters of special railway Acts were required by the standing orders of Parliament to lodge a deposit (usually 5 - 10 % of the estimated cost of the project) at the time the Bill was lodged for consideration.⁵ The deposit would be released by the Court of Chancery or the Exchequer only upon the railway being opened for public use, or upon the railway company having raised and spent one half of the estimated cost of constructing the railway. Failure to meet either of these conditions within the time limit set for completion of the railway could involve the deposit being applied by the Court of Chancery for other purposes or being forfeit to the Crown.

Abandonment of railway projects

10. The railway system grew during a period of intense competition between different railway promoters. Many railway projects failed. Indeed the passage of the special Act authorising a railway construction was often the only permanent reminder that any such project had ever been envisaged. Until 1850 the only way a railway company could legally abandon its construction project, escape its contractual obligations, secure the release of its Parliamentary deposit and obtain its own dissolution was to promote another Act of Parliament sanctioning this. *Many such Acts were passed during the 19th and early 20th centuries for this very purpose. Their sole objectives in each case were to authorise the abandonment of the railway construction proposals, provide for payment of compensation and recovery of Parliamentary deposit moneys, and to secure the dissolution of the railway company. Having achieved this objective the Acts became obsolete. Many are now proposed for repeal in this present repeals exercise.*
11. *The Abandonment of Railways Act 1850* ("the 1850 Act")⁶ provided a cheaper alternative. The 1850 Act enabled a railway company wishing to abandon its project to apply to the Railway Commissioners (later the Board of Trade⁷) for the issue of a *warrant* authorising the abandonment of the project and, in cases

⁴ Light Railway Order dated 8 September 1899.

⁵ The purpose of the deposit was to discourage undue speculation in railway building at a time of "railway mania". It also provided for a scheme of compensation in case of loss or damage caused by failure of the proposed railway.

⁶ 13 & 14 Vict. c.83.

⁷ Railway Regulation Act 1851. Later still, it was the Minister of Transport (whose office and Ministry was established by the Ministry of Transport Act 1919).

where the whole railway was to be abandoned, the dissolution of the company itself.⁸ The 1850 Act originally applied only to projects authorised before 1850. It was later extended to any railway project sanctioned by Act passed before 1867.⁹

12. This alternative method for abandoning a railway project did not result in the repeal of the legislation passed to authorise the project in the first place. So the original special Act (together with any subsequent amending legislation) remained on the statute book. *Many of these special Acts, though long obsolete, are still sitting on the statute book. These too are now proposed for repeal in the present repeals exercise.*

13. *Paragraphs 14 to 19 outline the abandonment procedure provided by the 1850 Act.*

14. A railway company wishing to abandon the whole or part of a railway authorised by Act passed before 1867 could apply for a warrant authorising abandonment whether or not the railway had actually opened for traffic. The Board of Trade had a discretion whether or not to authorise abandonment but could exercise the discretion only if it appeared just and expedient to do so.¹⁰

15. A warrant, if issued, would release the railway company from all liability to-

- ◆ construct, maintain or work the railway (or portion of railway) authorised to be abandoned
- ◆ complete the purchase of any land contracted for by the company
- ◆ complete any contract concerning the making, maintenance or working of the railway.¹¹

16. Compensation would be payable in respect of losses suffered as a result of a warrant being issued. Where contracts had been entered into from which a railway company was subsequently released by a warrant, the parties to the contract were entitled to be compensated for all losses sustained by reason of the contract not being performed.¹² Where the railway authorised to be abandoned had been made or started upon, adjoining landowners had to be

⁸ A company could apply for a warrant authorising abandonment only with the consent of three fifths of the shareholders: Abandonment of Railways Act 1850, s 1.

⁹ Railway Companies Act 1867, s 31.

¹⁰ Railway Companies Act 1867, s 31(3).

¹¹ Abandonment of Railways Act 1850, s 19.

compensated for any injury or damage sustained through any failure by the railway to carry out the accommodation works that would have been required if the railway had not been abandoned.¹³ In cases where the abandoned railway had been laid out wholly or in part, and a road had been carried across it by means of a bridge or tunnel which the company would have been liable to repair, there were two options. Either the bridge or tunnel had to be removed with the road being restored to its former state. This required the consent of the Board of Trade. Alternatively, the company had to pay the owner of a private road (or the persons having the management of a public road), a sum of money by way of compensation to discharge the company from its obligation to keep the bridge or tunnel (and the roadway over it) in repair.¹⁴ Any claim for compensation had to be made within six months after the publication in the *London Gazette*¹⁵ of notice of the warrant of abandonment. Otherwise the company would not be liable to pay compensation.¹⁶

17. All land acquired by a railway company for the purposes of the abandoned railway had to be sold within the time specified in the warrant, or (if no time was specified) within 2 years from the date of the warrant.¹⁷
18. The effect of a warrant of abandonment covering the entire railway undertaking of a company was to terminate all the powers of the company. The company would thereupon cease to exist except so far as was necessary to enable it to wind up its affairs.¹⁸ A petition for winding up the affairs of the company could be presented by the company or by any creditor. Once the company's affairs had been wound up completely, the court was empowered to order its dissolution.¹⁹
19. Since the warrant of abandonment procedure applied only to a railway authorised to be constructed by an Act passed before 1867, a railway authorised by an Act passed after 1866 could be legally abandoned only by a further special Act passed for that purpose. Few warrants were applied for after 1880 and the procedure gradually became obsolete. The 1850 Act, together with other related

¹² Abandonment of Railways Act 1850, s 20.

¹³ Abandonment of Railways Act 1850, s 21.

¹⁴ Abandonment of Railways Act 1850, s 22. The compensation in the case of a public road had to be invested and the interest applied to the maintenance of the bridge or tunnel: the 1850 Act, s 23.

¹⁵ Or, as appropriate, in the *Edinburgh Gazette* or the *Dublin Gazette*.

¹⁶ Abandonment of Railways Act 1850, s 25.

¹⁷ Abandonment of Railways Act 1850, s 27.

¹⁸ Abandonment of Railways Act 1850, s 29.

legislation, was finally repealed in 1962.²⁰ Subsequent provision empowering the making of an abandonment order in respect of an independent railway has since been repealed.²¹

Subsequently

20. Numerous amalgamations of railway companies and absorptions by the more successful companies of their rivals gradually reduced the number of operating companies. The *Railways Act 1921*²² provided for the existing railways (comprising about 120 companies) to be formed into four main groups: these groups became the Southern Railway Company, the London Midland and Scottish Railway Company, the London and North Eastern Railway Company and the Great Western Railway Company.²³ Nationalisation of the railways in 1948 brought the interests of these groups into public ownership.²⁴

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¹⁹ Abandonment of Railways Act 1850, s 31 (which engaged the provisions of the Joint Stock Companies Winding-up Act 1848).

²⁰ Transport Act 1962, s 95(1), Sch 12 Pt 1; SI 1984/1986 (NI No 15). The Transport Act 1962 also repealed the relevant provisions of the Railway Companies Act 1867 (30 & 31 Vict. c.127) and the whole of the Abandonment of Railways Act 1869 (32 & 33 Vict. c.114).

²¹ This provision was made by the Transport Act 1962, s 83. It was repealed by the Transport and Works Act 1992, s 68(1), Sch 4 Pt 1; SI 1992/2784, art 2, Sch 2.

²² The 1921 Act, s 1, Sch 1.

²³ Each was the amalgamation of a number of existing companies, absorbing the smaller or subsidiary companies in each group.

²⁴ Transport Act 1947, Part 2. The 1947 Act vested the undertaking of the four principal companies in the British Transport Commission on 1 January 1948.

ABORTIVE RAILWAY PROJECTS: REPEAL PROPOSALS

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ABERDARE AND CENTRAL WALES JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Aberdare and Central Wales Junction Railway Act 1866 (29 & 30 Vict. c.ccciv)	The whole Act.
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Aberdare and Central Wales Junction Railway Act 1866

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in south Wales. The railway project was abandoned in 1871.
2. The construction of the railway was authorised by the *Aberdare and Central Wales Junction Railway Act 1866* (“the 1866 Act”). The route of the railway was prescribed by section 5 of the 1866 Act and is set out in the *Annex* to this note.
3. The 1866 Act incorporated a company called *The Aberdare and Central Wales Junction Railway Company* (“the Company”) to construct the railway.
4. The 1866 Act was passed on 30 July 1866. *Section 23* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 24* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 2 November 1871 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.¹ The Company itself was wound up by order of the court dated 8 June 1872.²
6. Clearly the abandonment of the railway project in 1871 and the winding up of the Company in 1872 made the 1866 Act unnecessary. Accordingly the 1866 Act has long been spent and may now be repealed.

¹ *The London Gazette*, 21 November 1871, p 4875.

² *The London Gazette*, 18 June 1872, p 2820.

Extent

7. The provisions proposed for repeal had no effect outside south Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Rhondda Cynon Taf County Borough Council and Neath Port Talbot County Borough Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Aberdare and Central Wales Junction Railway Act 1866

1. A Railway, Twelve Miles Four Furlongs and about Fifty Links in Length, commencing in the Parish of *Aberdare* in the County of *Glamorgan* by a Junction with the *Aberdare* Railway of the *Taff Vale* Railway Company, and terminating in the Hamlet of *Coelbren* in the Parish of *Ystradgynlais* in the County of *Brecon* by a Junction with the *Neath and Brecon* Railway.
2. A Railway, Five Miles and about Four Chains in Length, commencing in the Parish of *Penderyn* in the County of *Brecon* by a Junction with the Railway before described in a Field numbered 314 on the Tithe Commutation Map of the Parish of *Penderyn*, and terminating in the Parish of *Ystrad-y-fodwg* in the County of *Glamorgan* by a Junction with the *Vale of Neath* Railway about Three hundred Yards Eastward of the Bridge carrying the Turnpike Road from *Aberdare* to *Brecon* over that Railway.

AFON VALLEY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Afon Valley Railway Act 1865 (28 & 29 Vict. c.cclxxvi)	The whole Act.
Afon Valley Railway Act 1866 (29 & 30 Vict. c.xlv)	The whole Act.

Afon Valley Railway Act 1865

Afon Valley Railway Act 1866

1. This note proposes the repeal of two enactments passed in connection with the construction of a railway in south Wales. The railway project was abandoned in 1870.
2. The construction of the railway was authorised by the *Afon Valley Railway Act 1865* ("the 1865 Act"). The route of the railway was prescribed by section 20 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Afon Valley Railway Company* ("the Company") to construct the railway. The powers given by the 1865 Act for the construction of the railway were extended by the *Afon Valley Railway Act 1866* ("the 1866 Act").
4. The 1865 Act was passed on 6 July 1865. *Section 21* provided that the powers conferred by the Act for the compulsory purchase of land were to last only for 3 years from that date. *Section 23* provided that the powers granted to the Company by the Act to make the railway were to last only for 5 years from that date.
5. In the event, the railway project was abandoned. On 13 July 1870 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.³ The Company itself was wound up by order of the court dated 9 January 1871.⁴

³ *The London Gazette*, 19 July 1870, p 3436.

⁴ *The London Gazette*, 17 January 1871, p 183.

6. Clearly the abandonment of the railway project and the winding up of the Company made the 1865 and 1866 Acts unnecessary. Accordingly both Acts have long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside south Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Neath Port Talbot County Borough Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Afon Valley Railway Act 1865

A Railway commencing in the Parish of *Margam* by a Junction with the *Great Western (South Wales)* Railway at or near the *Port Talbot* Station on that Railway, and terminating in the Hamlet of *Llangynwyd Higher* in the Parish of *Llangynwyd* in a Field the Property of the Dowager Countess *Dunraven*, and occupied by *Gwenllian Thomas*, Widow, numbered 310 on the Tithe Commutation Map of that Parish.

ALEXANDRA PARK RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Alexandra Park Railway Act 1871 (34 & 35 Vict. c.cxcix)	The whole Act.
Alexandra Park Railway Abandonment Act 1874 (37 & 38 Vict. c.lxxix)	The whole Act.

Alexandra Park Railway Act 1871

Alexandra Park Railway Abandonment Act 1874

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in north London between Tottenham and Hornsey. The railway project was abandoned in 1874.
2. The construction of the railway was authorised by the Alexandra Park Railway Act 1871 (“the 1871 Act”). The route of the railway was prescribed by section 5 of the 1871 Act and is set out in the *Annex* to this note.
3. The 1871 Act incorporated a company called *The Alexandra Park Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Alexandra Park Railway Abandonment Act 1874* (“the 1874 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1874 Act recorded that the Company had not exercised any of its powers under the 1871 Act in relation to the construction of the railway. Moreover the Company had been unable to raise the funds required.
5. The 1874 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist" (*section 7*)
- (h) payment of expenses of obtaining the 1874 Act (*section 8*).

6. Clearly the purposes of the 1874 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1874 Act will have long since been barred by passage of time. Accordingly the 1874 Act is spent and may now be repealed.

7. The 1871 Act is also spent. *Section 30* provided that the powers granted to the Company for the compulsory purchase of land for the purposes of the 1871 Act should not be exercisable after the expiration of three years from the passing of the Act (i.e. 3 years after 14 August 1871). *Section 31* provided that the railways and works were to be completed within 5 years from the passing of the Act, and that after that date (i.e. after 14 August 1876) the powers granted to the Company by the Act to execute the railway and works would cease to be exercisable. In the event, the winding-up of the Company in 1874 rendered the 1871 Act inoperable. It may therefore now be repealed on the basis that it is spent.

Extent

8. The provisions proposed for repeal had no effect outside north London.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Borough of Haringey, Transport for London, London Underground, the London Underground Railway Society and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Alexandra Park Railway Act 1871

No. 1. A railway two miles two furlongs four chains and sixty links in length, commencing by a junction with the Tottenham and Hampstead Junction Railway at a point twenty-nine chains or thereabouts, measured in an easterly direction, along the railway from the bridge carrying the said railway over the road known as Green Lanes in the parish of Tottenham and county of Middlesex, passing through the parishes of Tottenham and Hornsey in the same county, and terminating on the south-east side of the entrance road to the Grand Stand on Muswell Hill racecourse, at a point six and a half chains or thereabouts, measured along the said road in a north-easterly direction, from the Lodge Gates on the said road near Rutland Villa in the parish of Hornsey and county of Middlesex.

No. 2. A railway two furlongs six chains and seventy links in length, commencing by a junction with the Tottenham and Hampstead Junction Railway at or near the bridge carrying the said railway over the road known as Green Lanes in the parish of Tottenham and county of Middlesex, and terminating by a junction with the first above-mentioned railway at a point four chains or thereabouts south of a point in St. Ann's Road (lately known as Hanger Lane), which point is thirteen chains or thereabouts, measured in a south-easterly direction along St. Ann's Road, from its junction with Green Lanes in the parish of Tottenham and county of Middlesex. This railway (No. 2) will be made wholly in the parish of Tottenham aforesaid.

ATHENRY AND TUAM RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Athenry and Tuam Railway Act 1858 (21 & 22 Vict. c.cxii)	The whole Act.
Athenry and Tuam Railway (Leasing or Sale) Act 1860 (23 & 24 Vict. c.clxxxii)	The whole Act.
Athenry and Tuam Railway (Claremorris Abandonment) Act 1877 (40 & 41 Vict. c.liii)	The whole Act.

Athenry and Tuam Railway Act 1858

Athenry and Tuam Railway (Leasing or Sale) Act 1860

Athenry and Tuam Railway (Claremorris Abandonment) Act 1877

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Tuam and Kilcolman in what is now the Republic of Ireland. The railway project was abandoned in 1877. The railway would have been built by the Athenry and Tuam Railway Company and was planned as an extension railway. Other railway enactments sponsored by that Company are also now proposed for repeal.
2. The construction of the railway was authorised by the Athenry and Tuam Railway Act 1872 (“the 1872 Act”).⁵ The route of the railway was prescribed by section 6 of the 1872 Act and is set out in the *Annex* to this note.
3. The 1872 Act authorised the *Athenry and Tuam Railway Company* (“the Company”) to construct the railway.⁶
4. The principal purpose of the *Athenry and Tuam Railway (Claremorris Abandonment) Act 1877* (“the 1877 Act”) was to authorise the abandonment of the railway construction proposals. The preamble to the 1877 Act recorded that the Company had not exercised any of its powers under the 1872 Act in relation to the construction of the railway. The Company had been unable to raise the funds necessary for the construction.

⁵ 35 & 36 Vict. c.cxxxvi.

⁶ The Company was incorporated by the Athenry and Tuam Railway Act 1858 (21 & 22 Vict. c.cxii).

5. The 1877 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1872 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) once all the Company's debts pursuant to the 1872 Act had been satisfied, "the Act of 1872 shall be by this Act repealed" (*section 6*)
 - (g) dates for meetings of the Company (*section 7*)
 - (h) power to vary the number of Company directors (*section 8*)
 - (i) payment of expenses of obtaining the 1877 Act (*section 9*).
6. Clearly the principal purpose of the 1877 Act (the abandonment of the railway proposals) has long since been fulfilled. Similarly any claims for compensation arising under the 1877 Act will have long since been barred by passage of time. Accordingly the 1877 Act is spent and may now be repealed.

Other Athenry and Tuam Railway enactments

7. Although the 1877 Act may be repealed on the basis that it is technically spent, a further ground of repeal is that it can now have no effect within the United Kingdom. The Act was passed at a time when the whole of Ireland formed part of the United Kingdom. The establishment of the Irish Free State in 1922 has meant that the 1877 Act, whilst remaining on the statute book of the United Kingdom, no longer has any effect within the United Kingdom. Accordingly it may be repealed as unnecessary so far as the United Kingdom is concerned.

8. On this basis two other enactments relating to the Company may also be repealed. These are-

- ◆ *Athenry and Tuam Railway Act 1858*. This Act ("the 1858 Act") incorporated the Company and authorised it to build a railway from Athenry to Tuam in the county of Galway. The route of the railway was

prescribed by section 22 of the 1858 Act and is set out in the *Annex* to this note.⁷

- ◆ *Athenry and Tuam Railway (Leasing or Sale) Act 1860*. This Act was passed to authorise the lease or sale of the Athenry and Tuam Railway to the Midland Great Western Railway of Ireland Company.

Extent

9. The provisions proposed for repeal had no effect outside what is now the Republic of Ireland. They remain in force inside the Republic and their status within the Republic will not be affected by these repeal proposals.

Consultation

10. HM Treasury, the Foreign and Commonwealth Office, the Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and the Office of the Attorney General for the Republic of Ireland and Irish Rail have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Athenry and Tuam Railway Act 1872

A railway, seventeen miles one furlong and about two hundred yards in length, commencing in the townland of Tirboy, parish of Tuam, and county of Galway, by a junction with the existing railway of the Company at Tuam, and terminating by a junction with the main line of the Great Northern and Western of Ireland Railway, in the townland of Clare, parish of Kilcolman, and county of Mayo.

Railway authorised by the Athenry and Tuam Railway Act 1858

A Railway commencing by a Junction with the *Midland Railway of Ireland* at or near a Bridge at the Eastern End of the Station of that Company in the Town of *Athenry* in the Townland of *Caherroyn* and in the Parish of *Athenry*, and terminating at or near a Point on the Road from *Tuam* to *Galway* in a Field adjoining the Premises called the *Old Barrack*, and which Field is in the Occupation of *Charles Blake of Tuam*, and abuts on the Eastern Side thereof on the Town Parks of the said Town of *Tuam* in the Townland of *Tirboy* in the Parish of *Tuam* aforesaid, all in the County of *Galway*.

⁷ A railway operated by Irish Rail still runs between Athenry and Tuam.

BARRY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Barry Railway Act 1865 (28 & 29 Vict. c.cccxxiv)	The whole Act.
Barry Railway (Alteration) Act 1866 (29 & 30 Vict. c.xcii)	The whole Act.
Barry Railway (Extension) Act 1866 (29 & 30 Vict. c.cccxxiii)	The whole Act.
Barry Railway Act 1868 (31 & 32 Vict. c.xcvii)	The whole Act.

Barry Railway Act 1865

Barry Railway (Alteration) Act 1866

Barry Railway (Extension) Act 1866

Barry Railway Act 1868

1. This note proposes the repeal of four enactments passed in connection with the construction of a railway in south Wales. The railway project was abandoned in 1874.
2. The construction of the railway was authorised by the *Barry Railway Act 1865* ("the 1865 Act"). The route of the railway was prescribed by section 20 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called The Barry Railway Company ("the Company") to construct the railway. The powers given by the 1865 Act for the construction of the railway were extended by the Barry Railway (Alteration) Act 1866 ("the 1866 Alteration Act"), the Barry Railway (Extension) Act 1866 ("the 1866 Extension Act") and the Barry Railway Act 1868 ("the 1868 Act").
4. The 1865 Act was passed on 5 July 1865. Section 23 provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. Section 27 provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. The 1866 Alteration Act authorised the Company to abandon part of the railway authorised by the 1865 Act in favour of a railway along a different route. The railway

to be abandoned was that described as “No.1” (see Annex). The replacement route was prescribed by section 7 of the 1866 Alteration Act and is set out in the Annex to this note. Section 17 provided that the powers conferred by the 1866 Alteration Act for the compulsory purchase of land were to last for only 2 years from the passing of the Act (11 June 1866). Section 18 provided that the powers under the Act to construct the railway were to last only for the period prescribed by the 1865 Act (i.e. 5 years from 5 July 1865).

6. The 1866 Extension Act authorised the Company to extend the railway No.2 authorised by the 1865 Act to connect it with the railway of the Penarth Harbour, Dock and Railway Company. The route of this extension railway was prescribed by section 4 of the 1866 Extension Act and is set out in the Annex to this note. The Act also authorised the raising of capital to fund this extension. Section 16 provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from the passing of the Act (6 August 1866). Section 17 provided that the powers under the Act to construct the railway were to last for only 4 years from that date.

7. The 1868 Act was passed to extend the time limits set by the 1865 Act and the 1866 Alteration Act for the compulsory purchase of land and the completion of the construction of the railway. Accordingly section 3 extended to 5 July 1870 the time after which the Company’s compulsory purchase powers under those Acts could no longer be exercised. Section 4 extended to 5 July 1871 the time after which the Company’s powers under those Acts to construct the railway could no longer be exercised.

8. In the event, the railway project was abandoned. On 5 August 1874 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.⁸ The Company itself was wound up by order of the court dated 13 November 1874.⁹

⁸ *The London Gazette*, 18 August 1874, p 4076. The warrant covered not only the railway works covered by the 1865 Act, the 1866 Alteration Act and the 1866 Extension Act but also railway works authorised by a Board of Trade certificate dated 15 July 1867 and issued under the Railways Construction Facilities Act 1864. The works thereby authorised were – *A railway one mile four furlongs and one hundred and eighty-five yards or thereabouts in length, commencing by a junction with the Barry Railway, in the parish of Cadoxton-juxta-Barry, in the county of Glamorgan, and terminating upon Barry Island, in the parish of Sully, in the same county.*

⁹ *The London Gazette*, 24 November 1874, p 5723.

9. Clearly the abandonment of the railway project and the winding up of the Company in 1874 made all four Acts unnecessary. Accordingly all four Acts have long been spent and may now be repealed. Their repeal will not affect the operation of the present day Barry Railway which draws its statutory authority from a series of enactments starting with the Barry Docks and Railway Act 1884.¹⁰

Extent

10. The provisions proposed for repeal had no effect outside south Wales.

Consultation

11. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Vale of Glamorgan Railway Company Ltd, the Railway Heritage Committee and Vale of Glamorgan Council have been consulted about these repeal proposals.

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¹⁰ 47 & 48 Vict. c.cclvii. This Act incorporated a new company by the name of the Barry Dock and Railway Company: the 1884 Act, s.4.

ANNEX

Railway authorised by the Barry Railway Act 1865

No.1. A Railway commencing in the Parish of Peterston-super-Ely in the County of Glamorgan, by a Junction with the South Wales Railway at a Point Five hundred Yards or thereabouts in an Easterly Direction from the Peterston Station of that Railway, and terminating in the Parish of Cadoxton-juxta-Barry in the same County.

No.2. A Railway commencing in the said Parish of Cadoxton-juxta-Barry by a Junction with the intended Railway No.1 herein-before described, and terminating in the Parish of Sully in the said County of Glamorgan.

Railway authorised by the Barry Railway (Alteration) Act 1866

A Railway Eight Miles Three Furlongs and Sixty-six Yards or thereabouts in Length, commencing by a Junction with the South Wales Railway of the Great Western Railway Company near the Peterston Station, and terminating in the Parish of Merthyr-dovan, all in the County of Glamorgan.

Railway authorised by the Barry Railway (Extension) Act 1866

A Railway Three Miles Three Furlongs and Sixty-nine Yards, or thereabouts, in Length, commencing by a Junction with the Railway of the Company in the Parish of Cadoxton-juxta-Barry in the County of Glamorgan, and terminating by a Junction with the Railway of the Penarth Company in the Parish of Llandough in the same County.

BEACONSFIELD, UXBRIDGE AND HARROW RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Beaconsfield, Uxbridge and Harrow Railway (Abandonment) Act 1886 (49 & 50 Vict. c.iii)	The whole Act.

Beaconsfield, Uxbridge and Harrow Railway (Abandonment) Act 1886

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway from Beaconsfield to Denham (both in Buckinghamshire) and a railway from Harefield (now in the London Borough of Hillingdon) to Harrow-on-the-Hill (Middlesex). Both railway projects were abandoned in 1886.
2. The construction of the railways was authorised by the Beaconsfield, Uxbridge and Harrow Railway Act 1882 (“the 1882 Act”).¹¹ The route of the railways was prescribed by section 5 of the 1882 Act and is set out in the *Annex* to this note.
3. The 1882 Act incorporated a company called *The Beaconsfield, Uxbridge and Harrow Railway Company* (“the Company”) to construct the railways.
4. The purpose of the *Beaconsfield, Uxbridge and Harrow Railway (Abandonment) Act 1886* (“the 1886 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1886 Act recorded that the Company had not exercised any of its powers under the 1882 Act in relation to the purchase of land, the construction of the railways or the raising of capital.
5. The 1886 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railways (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹¹ 45 & 46 Vict. c.cclxvi.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1882 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1886 Act (*section 8*).

6. Clearly the purposes of the 1886 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1886 Act will have long since been barred by passage of time. Accordingly the 1886 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Buckinghamshire and West London areas.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Boroughs of Harrow and Hillingdon and Buckingham County Council have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Beaconsfield, Uxbridge and Harrow Railway Act 1882

Railway No. 1. A railway six miles five furlongs and one chain or thereabouts in length commencing in the parish of Beaconsfield in the county of Buckingham in a field known as "Fowler's Meadow" belonging or reputed to belong to and in the occupation of William Fowler and terminating in the parish of Denham in the same county by a junction with the authorised Uxbridge and Rickmansworth Railway at a point on and measured along the centre line of that railway as shown on the deposited plans thereof 3 miles and 3.90 chains or thereabouts from its commencement.

Railway No. 2. A railway five miles seven furlongs five chains and forty links or thereabouts in length commencing in the parish of Harefield in the county of Middlesex by a junction with the authorised Uxbridge and Rickmansworth Railway at a point on and measured along the centre line of that railway as shown on the deposited plans thereof 3 miles and 9.20 chains or thereabouts from its commencement and terminating in the parish of Harrow-on-the-Hill in the same county in a field named "Hydefield Close" belonging or reputed to belong to John Graham Smith and occupied or lately occupied by John Pring.

Railway No. 3. A railway four furlongs and nine chains or thereabouts in length to be wholly situate in the parish of Harrow-on-the-Hill in the county of Middlesex commencing at the termination of Railway No. 2 and by a junction therewith and terminating by a junction with the deviation of the Kingsbury and Harrow Railway authorised by the Metropolitan Railway Act 1880 at a point on and measured along the centre line of that deviation as shown on the deposited plans thereof 3 furlongs and 6.40 chains or thereabouts from the commencement of the said deviation.

Railway No. 5. A railway two furlongs and six chains or thereabouts in length to be wholly situate in the parish of Denham in the county of Buckingham commencing by a junction with the intended Railway No. 1 in a field known as "Partridge Hearn" belonging or reputed to belong to Benjamin Henry Walpole Way and occupied or lately occupied by William King and terminating by a junction with the authorised Uxbridge and Rickmansworth Railway at a point on and measured along the centre line thereof as shown on the deposited plans of that railway 2 miles 5 furlongs and 2.60 chains or thereabouts from its commencement.

BERKS AND HANTS EXTENSION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Berks and Hants Extension Railway (Extension) Act 1866 (29 & 30 Vict. c.cliv)	The whole Act.

Berks and Hants Extension Railway (Extension) Act 1866

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Wiltshire between Urchfont and Westbury. The railway project was abandoned in 1869.
2. The construction of the railway was authorised by the *Berks and Hants Extension Railway (Extension) Act 1866* ("the 1866 Act"). The route of the railway was prescribed by section 4 of the 1866 Act and is set out in the *Annex* to this note.
3. The 1866 Act authorised a company called *The Berks and Hants Extension Railway Company* ("the Company") to construct the railway.¹²
4. The 1866 Act was passed on 28 June 1866. *Section 23* provided that the Company's powers conferred by the Act for the compulsory purchase of land were to last for only 2 years from that date. *Section 24* provided that the powers granted to the Company by the Act to make the railway were to last for only 3 years from that date.
5. In the event, the railway project was abandoned. On 9 October 1869 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.¹³
6. Clearly the abandonment of the railway project made the 1866 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

¹² Incorporated in 1859, the Berks and Hants Extension Railway Company was absorbed by the Great Western Railway in August 1882.

¹³ *The London Gazette*, 22 October 1869, p 5681.

Extent

7. The provisions proposed for repeal had no effect outside Wiltshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Wiltshire County Council have been consulted about these repeal proposals.

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Railway authorised by the Berks and Hants Extension Railway (Extension) Act 1866

The Railway herein-before referred to and authorized by this Act will be wholly situate in *Wilts*, and is a Railway (Thirteen Miles and Five Chains in Length) commencing by a Junction with the *Berks and Hants Extension* Railway at *Wedhampton* or *Stert* in the Parish of *Urchfont* at or near a Point One hundred and twenty Yards or thereabouts East of the Milepost denoting Eighty-one and Three Quarters Miles from *London* on the said Railway, and terminating by a Junction with the *Wilts, Somerset, and Weymouth* Branch of the *Great Western* Railway at the North End of the Passenger Platform of the *Westbury* Station of the said Railway.

BEVERLEY AND EAST RIDING RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Beverley and East Riding Railway (Abandonment) Act 1891 (54 & 55 Vict. c.cxxxiii)	The whole Act.

Beverley and East Riding Railway (Abandonment) Act 1891

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in East Yorkshire from Beverley to Beeford. The railway project was abandoned in 1891.
2. The construction of the railway was authorised by the Beverley and East Riding Railway Act 1889 (“the 1889 Act”).¹⁴ The route of the railway was prescribed by section 5 of the 1889 Act and is set out in the *Annex* to this note.
3. The 1889 Act incorporated a company called *The Beverley and East Riding Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Beverley and East Riding Railway (Abandonment) Act 1891* (“the 1891 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1891 Act recorded that no part of the capital of the Company had been issued or paid up.
5. The 1891 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1889 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹⁴ 52 & 53 Vict. c.cxxiii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1889 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1891 Act (*section 8*).

6. Clearly the purposes of the 1891 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1891 Act will have long since been barred by passage of time. Accordingly the 1891 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside East Yorkshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, Railway Heritage Committee and East Riding of Yorkshire Council have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Beverley and East Riding Railway Act 1889

1. A railway (No. 1) 4 furlongs and 2.50 chains in length commencing in the parish of St. Martin (Beverley) in a field belonging to the charitable trustees of the borough of Beverley and occupied by Richard Hodgson at a point on the southern fence of the said field dividing it from Grove Hill Lane 30 yards or thereabouts westward of the south-eastern corner of the said field passing thence through the parishes of St. Martin (Beverley) and St. Nicholas (Beverley) and terminating in the north-eastern angle of a field in the said parish of St. Nicholas (Beverley) belonging to James Cape Heselton and occupied by John Todd immediately to the southward of a field belonging to Matthew Denton and occupied by Samuel Peacock.
2. A railway (No. 2) 3 furlongs and 2 chains in length wholly in the said parish of St. Nicholas (Beverley) commencing by a junction with the down line (from Scarborough to Hull) of the North-eastern Railway Company and terminating by a junction with the intended Railway No. 1 at the termination thereof before described.
3. A railway (No. 3) 12 miles and 4.50 chains in length commencing in the parish of St. Nicholas (Beverley) by a junction with the Railways Nos. 1 and 2 at the termination thereof before described and terminating at Inholms Bridge in the parish of Beeford at or near the junction of Inholms Lane with Bridlington Balk at a point on the southern side of that junction.

Provided that notwithstanding anything on the deposited plans the Company shall if the Board of Trade in writing so require them construct the bridge over the River Hull with a headway of thirteen feet.

BEXHILL AND ROTHERFIELD RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Bexhill and Rotherfield Railway (Abandonment) Act 1902 (2 Edw.7 c.cclx)	The whole Act.

Bexhill and Rotherfield Railway (Abandonment) Act 1902

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in East Sussex from Bexhill to Rotherfield. The railway project was abandoned in 1902.
2. The construction of the railway was authorised by the Bexhill and Rotherfield Railway Act 1899 (“the 1899 Act”).¹⁵ The route of the railway was prescribed by section 5 of the 1899 Act and is set out in the *Annex* to this note.
3. The 1899 Act incorporated a company called *The Bexhill and Rotherfield Railway Company* (“the Company”) to construct the railway. The powers given by the 1899 Act for the construction of the railway were amended by the *Bexhill and Rotherfield Railway Act 1900* (“the 1900 Act”).¹⁶
4. The purpose of the *Bexhill and Rotherfield Railway (Abandonment) Act 1902* (“the 1902 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1902 Act recorded that the Company had not exercised any of its powers under the 1899 or 1900 Acts in relation to the purchase of land for, and the construction of, the railway.
5. The 1902 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1899 and 1900 Acts (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹⁵ 62 & 63 Vict. c.ccli.

¹⁶ 63 & 64 Vict. c.cclvii.

- (e) repayment of deposit money (section 5)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (section 6)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, notice of the same was to be published in the London Gazette and thereupon "the Company shall be by virtue of this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1899 and 1900 shall be repealed"¹⁷ (section 7)
- (h) payment of expenses of obtaining the 1902 Act (*section 8*).

6. Clearly the purposes of the 1902 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1902 Act will have long since been barred by passage of time. Accordingly the 1902 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside East Sussex.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and East Sussex County Council have been consulted about these repeal proposals.

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¹⁷ Although no winding up notice appears to have been published in the *London Gazette*, a report by the Board of Trade concerning the abandonment of the railway proposals was laid before Parliament on 4 March 1902: HC/CL/JO/10/202/85 (*Parliamentary Archives*).

ANNEX

Railway authorised by the Bexhill and Rotherfield Railway Act 1899

A railway 20 miles 5 furlongs 5 chains in length wholly in the county of Sussex commencing in the parish of Bexhill by a junction with the Brighton and Hastings Branch Railway of the London Brighton and South Coast Railway Company at a point distant 300 yards or thereabouts measured in an easterly direction from the milepost on the said branch railway denoting 28 miles from Brighton and terminating in the parish of Rotherfield by a junction with the Brighton Uckfield and Tunbridge Wells Branch Railway of the London Brighton and South Coast Railway Company at a point distant 440 yards or thereabouts measured in a southerly direction from the milepost on the said branch railway denoting 26 miles from Brighton.

BIDEFORD AND CLOVELLY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Bideford and Clovelly Railway (Abandonment) Act 1901 (1 Edw. 7 c.cix)	The whole Act.

Bideford and Clovelly Railway (Abandonment) Act 1901

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in north Devon between the parishes of Abbotsham and Clovelly. The railway project was abandoned in 1901.
2. The construction of the railway was authorised by the Bideford and Clovelly Railway Act 1898 ("the 1898 Act").¹⁸ The route of the railway was prescribed by section 5 of the 1898 Act and is set out in the *Annex* to this note.
3. The 1898 Act incorporated a company called *The Bideford and Clovelly Railway Company* ("the Company") to construct the railway.
4. The purpose of the *Bideford and Clovelly Railway (Abandonment) Act 1901* ("the 1901 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1901 Act recorded that the Company had not been able to raise the required capital and had not exercised any of its powers under the 1898 Act in relation to the compulsory purchase of land for, or the execution of, the railway.
5. The 1901 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1898 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹⁸ 61 & 62 Vict. c.cxviii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1898 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1901 Act (*section 8*).

6. Clearly the purposes of the 1901 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1901 Act will have long since been barred by passage of time. Accordingly the 1901 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the north Devon area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Devon County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Bideford and Clovelly Railway Act 1898

A railway ten miles three furlongs eight chains twenty links in length commencing in the parish of Abbotsham in the county of Devon by a junction with Railway No. 2 authorised by the Bideford Westward Ho ! and Appledore Railway Act 1896 (hereinafter called "the Bideford Act") at or near a point one mile fifty-two chains on the centre line of and measured from the commencement of Railway No. 2 by the said Act authorised and terminating in the parish of Clovelly in the county of Devon at a point three chains or thereabouts measured in a southerly direction from the Ordnance bench mark on the first guide-post west of the ten miles stone from Bideford.

BILLINGHAY AND METHERINGHAM LIGHT RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Billingham and Metheringham (Light) Railway (Abandonment) Act 1888 (51 & 52 Vict. c.iv)	The whole Act.

Billingham and Metheringham (Light) Railway (Abandonment) Act 1888

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Lincolnshire between the parishes of Billingham and Metheringham. The railway project was abandoned in 1888.
2. The construction of the railway was authorised by the Billingham and Metheringham Light Railway Act 1883 ("the 1883 Act").¹⁹ The route of the railway was prescribed by section 5 of the 1883 Act and is set out in the *Annex* to this note.
3. The 1883 Act incorporated a company called *The Billingham and Metheringham Light Railway Company* ("the Company") to construct the railway.
4. The purpose of the *Billingham and Metheringham (Light) Railway (Abandonment) Act 1888* ("the 1888 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1888 Act recorded that the Company had not exercised any of its powers under the 1883 Act in relation to the purchase of land and the construction of the railway.
5. The 1888 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1883 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹⁹ 46 & 47 Vict. c.cxvii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1883 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1888 Act (*section 8*).

6. Clearly the purposes of the 1888 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1888 Act will have long since been barred by passage of time. Accordingly the 1888 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Lincolnshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Lincolnshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Billingham and Metherringham Light Railway Act 1883

A Railway seven miles six furlongs and six chains and a-half in length to be wholly situated in the parts of Kesteven in the county of Lincoln commencing in the parish of Billingham in the parts of Kesteven in the county of Lincoln on the north-west side of the public road leading from the northern portion of the village of Billingham to Billingham Fen at a point measured in a south-westerly direction about four chains from the centre of a bridge over the Car Dyke on the said public road and terminating in the parish of Metherringham in the said parts and county at a point two chains or thereabouts measured in a south-easterly direction from the bridge carrying the Metherringham Fen lane over the Great Northern and Great Eastern Joint Railway.

BIRKENHEAD, CHESTER, AND NORTH WALES RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Birkenhead, Chester, and North Wales Railway (Abandonment) Act 1878 (41 & 42 Vict. c.v)	The whole Act.

Birkenhead, Chester, and North Wales Railway (Abandonment) Act 1878

1. This note proposes the repeal of an enactment passed to abandon the construction of railways in the Birkenhead, Flintshire and Wrexham areas. The railway project was abandoned in 1878.

2. The construction of the railways was authorised by the Birkenhead, Chester, and North Wales Railway Act 1873 (“the 1873 Act”).²⁰ The route of the railways was prescribed by section 5 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act incorporated a company called *The Birkenhead, Chester, and North Wales Railway Company* (“the Company”) to construct the railways.

4. The purpose of the *Birkenhead, Chester, and North Wales Railway (Abandonment) Act 1878* (“the 1878 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1878 Act recorded that the Company had insufficient funds to construct the railways and had not exercised any of its powers under the 1873 Act in relation to their construction.

5. The 1878 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railways authorised by the 1873 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

²⁰ 36 & 37 Vict. c.ccxli.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and thereupon the Act of 1873 shall be repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1878 Act (*section 8*).

6. Clearly the purposes of the 1878 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1878 Act will have long since been barred by passage of time. Accordingly the 1878 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the areas of Birkenhead, Flintshire and Wrexham.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Wirral Metropolitan Borough Council, Denbighshire County Council, Flintshire County Council and Wrexham County Borough Council have been consulted about these repeal proposals.

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Railways authorised by the Birkenhead, Chester, and North Wales Railway Act 1873

- (1) A railway (No. 1), eighteen miles six furlongs and seven chains or thereabouts in length, commencing by a junction with the line of the Chester and West Cheshire Junction Railway as authorised by and under the powers of “The Chester and West Chester Junction Railway Act, 1865,” now in course of construction, and which line is therein referred to as Railway No. 3, in the parish of St Oswald in the county of the city of Chester, and terminating in the parish of Bidston, otherwise Bidstone, in the county of Chester by a junction with the Hoylake Railway.
- (2) A railway (No. 2), one mile one furlong seven chains and sixty links or thereabouts in length, situate wholly in the parish of Bidston, otherwise Bidstone, in the county of Chester, and commencing by a junction with Railway No. 1, and terminating by a junction with the railway belonging to the Mersey Docks and Harbour Board on the south side of the Birkenhead Docks.
- (3) A railway (No. 3), one mile one furlong two chains and eighty links or thereabouts in length, commencing in the parish of Bidston, otherwise Bidstone, in the county of Chester by a junction with Railway No. 2, and terminating in the parish of Wallasey in the county of Chester by a junction with the railway belonging to the Mersey Docks and Harbour Board on the north side of the Birkenhead Docks.
- (4) A railway (No. 4), two miles five furlongs and five chains or thereabouts in length, commencing in the parish of Woodchurch in the county of Chester by a junction with Railway No. 1, and terminating in the extra-parochial chapelry of Birkenhead in the county of Chester by a junction with the authorised line of the Mersey Railway.
- (5) A railway (No. 5), four miles seven furlongs six chains and fifty links or thereabouts in length, commencing in the parish of Hawarden in the county of Flint by a junction with the Wrexham, Mold, and Connahs Quay Railway, and terminating in the parish of Northop in the county of Flint by a junction with the Buckley Railway.
- (6) A railway (No. 6), two miles seven furlongs eight chains and fifty links or thereabouts in length, commencing in the parish of Hawarden in the county of Flint by a junction with Railway No. 5, and terminating in the parish of Northop in the county of Flint by a junction with Railway No. 1.
- (7) A railway (No. 7), two furlongs and ninety links or thereabouts in length, commencing at the boundary between the parish of Hawarden and the parish of Northop in the county of Flint by a junction with Railway No. 5, and terminating in the parish of Hawarden in the county of Flint by a junction with Railway No. 6.
- (8) A railway (No. 8), four furlongs two chains and seventy links or thereabouts in length, commencing in the parish of Northop in the county of Flint by a junction with Railway No. 6, and terminating in the parish of Hawarden in the county of Flint by a junction with Railway No. 1.

- (9) A railway (No. 9), four furlongs six chains and fifty links or thereabouts in length, commencing in the parish of Gresford in the county of Denbigh by a junction with the Wrexham, Mold, and Connahs Quay Railway, and terminating in the parish of Gresford in the county of Denbigh by a junction with the Ffrwd branch of the Wrexham, Mold, and Connahs Quay Railway.

BIRMINGHAM AND LICHFIELD JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Birmingham and Lichfield Junction Railway Act 1872 (35 & 36 Vict. c.clxxii)	The whole Act.
Birmingham and Lichfield Junction Railway (Deviation) Act 1874 (37 & 38 Vict. c.xcii)	The whole Act.
Birmingham and Lichfield Junction Railway Act 1875 (38 & 39 Vict. c.lii)	The whole Act.
Birmingham and Lichfield Junction Railway Act 1877 (40 & 41 Vict. c.ccxiii)	The whole Act.

Birmingham and Lichfield Junction Railway Acts 1872, 1875 and 1877

Birmingham and Lichfield Junction Railway (Deviation) Act 1874

1. This note proposes the repeal of four enactments passed in connection with the construction of railways in the Lichfield and Sutton Coldfield areas. The railway project was abandoned in or around 1880.
2. The construction of the railway was authorised by the *Birmingham and Lichfield Junction Railway Act 1872* (“the 1872 Act”). The route of the railway was prescribed by section 5 of the 1872 Act and is set out in the *Annex* to this note.
3. The 1872 Act incorporated a company called *The Birmingham and Lichfield Junction Railway Company* (“the Company”) to construct the railway. The powers given by the 1872 Act for the construction of the railway were extended by the *Birmingham and Lichfield Junction Railway (Deviation) Act 1874* (“the 1874 Act”), the *Birmingham and Lichfield Junction Railway Act 1875* (“the 1875 Act”) and the *Birmingham and Lichfield Junction Railway Act 1877* (“the 1877 Act”).
4. The 1872 Act was passed on 6 August 1872. Section 18 provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. Section 47 provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.

5. *The 1874 Act* authorised the Company to abandon part of the railway authorised by the 1872 Act in favour of railways along a separate route. The replacement route was prescribed by *section 4* of the 1874 Act and is set out in the *Annex* to this note. *Section 26* provided that the powers conferred by the 1874 Act for the compulsory purchase of land for the purposes of the Act were not to be exercisable after 3 years from the passing of the Act (16 July 1874). *Section 31* provided that the powers under the Act to make and complete the railways should cease to be exercised after 5 years from the passing of the 1872 Act.

6. *The 1875 Act* was passed to extend the time limit set by the 1872 Act for the compulsory purchase of land pursuant to that Act. Accordingly *section 4* extended to 6 August 1877 the time after which the Company's compulsory purchase powers under the 1872 Act could no longer be exercised.

7. *The 1877 Act* was passed principally to extend the time limits set by the earlier Acts for the compulsory purchase of land and the completion of the construction of the railways. Accordingly *section 4* extended to 10 August 1879 the time after which the Company's compulsory purchase powers under the 1872 and 1874 Acts could no longer be exercised. *Section 6* extended to 6 August 1880 the time after which the Company's powers to complete the railway construction works under the 1872 and 1874 Acts could no longer be exercised.

8. In the event, the railway project was abandoned. Although no formal step authorising the abandonment seems to have been taken, a notice was published in the *London Gazette* in December 1880 inviting claims by landowners whose property had been rendered less valuable "by the commencement, construction, or abandonment of the above-mentioned Birmingham and Lichfield Junction Railway...".²¹ Moreover, following an order of the Chancery Division of the High Court dated 14 January 1882, creditors of the Company were required to submit their claims against the Parliamentary deposit originally paid by the Company.²² From this it may be inferred that the railway project was abandoned in or around 1880. In any event the statutory authority to build the railway lapsed on 7 August 1880 by virtue of the 1877 Act.

²¹ *The London Gazette*, 24 December 1880, p 6927.

²² *The London Gazette*, 21 February 1882, p 741.

9. Clearly the abandonment of the railway in or around 1880 made the 1872, 1874, 1875 and 1877 Acts unnecessary. Accordingly all four Acts have long been spent and may now be repealed.

Extent

10. The provisions proposed for repeal had no effect outside the area between Lichfield and Sutton Coldfield.

Consultation

11. The Department for Transport, the Association of Train Operating Companies, the Heritage Railway Association, the Office of Rail Regulation, Network Rail, the Railway Heritage Committee, Staffordshire County Council and the West Midlands Passenger Transport Executive have been consulted about these repeal proposals.

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Railway authorised by the Birmingham and Lichfield Junction Railway Act 1872

A railway eight miles and about three furlongs in length commencing in the parish of Saint Michael, Lichfield, by a junction with the South Staffordshire Railway at a point near the Militia Depot Barracks, and terminating in the parish of Sutton Coldfield by a junction with the Sutton Coldfield branch of the London and North-western Railway Company at a point about one hundred and sixty yards southwards of the bridge carrying that branch railway over the road leading from Sutton Coldfield to Sutton Park, known as Park Road.

Railway authorised by the Birmingham and Lichfield Junction Railway (Deviation) Act 1874

A railway (No.1) three furlongs and two chains in length, wholly in the parish of Sutton Coldfield in the county of Warwick, commencing by a junction with the Sutton Coldfield branch of the London and North-western Railway, and terminating at a point distant nineteen chains or thereabouts from and south-eastward of the junction of Anchorage Road with the roads leading to Sutton Coldfield, Lichfield, and Tamworth.

A railway (No.2) two furlongs eight chains and forty links in length, wholly in the parish of Sutton Coldfield aforesaid, commencing by a junction with the railway (No.1) authorised by the “Wolverhampton, Walsall, and Midland Junction Railway Act, 1872,” and terminating at or near the point of termination as above described of railway (No.1) by this Act authorised.

A railway (No.3) four miles three furlongs and six chains in length, commencing by a junction with the railways No.1 and No.2 by this Act authorised, or one of those railways, at their common point of termination as above described, and terminating in the parish of Shenstone in the county of Stafford by a junction with the authorised railway of the Company.

BISHOP'S CASTLE AND MONTGOMERY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Bishop's Castle and Montgomery Railway (Abandonment) Act 1887 (50 & 51 Vict. c.lxviii)	The whole Act.
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Bishop's Castle and Montgomery Railway (Abandonment) Act 1887

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Montgomery (Powys) and Lydham (Shropshire). The railway project was abandoned in 1887.²³

2. The construction of the railway was authorised by the Bishop's Castle and Montgomery Railway Act 1884 ("the 1884 Act").²⁴ The route of the railway was prescribed by section 5 of the 1884 Act and is set out in the *Annex* to this note.

3. The 1884 Act incorporated a company called *the Bishop's Castle and Montgomery Railway Company* ("the Company") to construct the railway.

4. The purpose of the *Bishop's Castle and Montgomery Railway (Abandonment) Act 1887* ("the 1887 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1887 Act recorded that the Company had not exercised any of its powers under the 1884 Act in relation to the purchase of land and the construction of the railway.

5. The 1887 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1884 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

²³ A separate railway project was the *Bishop's Castle Railway* which ran between Craven Arms and Lydham/ Bishop's Castle. That railway was authorised by the Bishop's Castle Railway Act 1861 (24 & 25 Vict. c.ciii) and opened in 1866. The line closed in 1935.

²⁴ 47 & 48 Vict. c.ccxxi.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1884 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1887 Act (*section 8*).

6. Clearly the purposes of the 1887 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1887 Act will have long since been barred by passage of time. Accordingly the 1887 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the area between Montgomery (Powys) and Lydham (Shropshire).

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Bishop's Castle Railway Society, Shropshire County Council and Powys County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Bishop's Castle and Montgomery Railway Act 1884

A railway eleven miles five furlongs four chains or thereabouts in length commencing by a junction with the Oswestry and Newtown Line of the Cambrian Railways on the eastern side of the said line at about two hundred yards north of the booking-office of the Montgomery Station in the parish and county of Montgomery and terminating by a junction with the Bishop's Castle Railway at its termination at the Lydham Heath Station in the parish of Lydham county of Salop.

BODMIN RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Bodmin Railway Act 1864 (27 & 28 Vict. c.clxx)	The whole Act.
Bodmin Railway Act 1865 (28 & 29 Vict. c.liii)	The whole Act.
Bodmin Railway Act 1867 (30 & 31 Vict. c.cxix)	The whole Act.

Bodmin Railway Acts 1864, 1865 and 1867

1. This note proposes the repeal of three enactments passed in connection with the construction of a railway in Cornwall. The railway project was abandoned in 1876.
2. The construction of the railway was authorised by the *Bodmin Railway Act 1864* (“the 1864 Act”). The route of the railway was prescribed by section 25 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act incorporated a company called *The Bodmin Railway Company* (“the Company”) to construct the railway. The powers given by the 1864 Act for the construction of the railway were extended by the *Bodmin Railway Act 1865* (“the 1865 Act”) and the *Bodmin Railway Act 1867* (“the 1867 Act”).
4. The 1864 Act was passed on 14 July 1864. *Section 29* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 2 years from that date. *Section 30* provided that the powers granted to the Company by the Act to make the railway were to last for only 3 years from that date.
5. *The 1865 Act* authorised the Company to abandon part of the railway authorised by the 1864 Act²⁵ and to extend that railway to the Bodmin and Wadebridge Railway. The route of this extension was prescribed by *section 15* of the

²⁵ The 1865 Act, s 20.

1865 Act and is set out in the *Annex* to this note. *Section 13* provided that the powers conferred by the 1865 Act for the compulsory purchase of land were to last for only 2 years from the passing of the Act (2 June 1865). *Section 18* provided that the powers under the 1865 Act to construct the railway were to last for only 3 years from that date.

6. *The 1867 Act* authorised the Company to abandon part of the railway authorised by the 1864 Act²⁶ and to extend that railway by means of “a deviation railway” to the Cornish parish of Cardinham. The route of this deviation railway was prescribed by *section 4* of the 1867 Act and is set out in the *Annex* to this note. *Section 18* provided that the powers conferred by the 1865 Act for the compulsory purchase of land should extend to the deviation railway and were to last for only 2 years from the passing of the 1867 Act (15 July 1867). *Section 19* extended the time limits set by the 1864 and 1865 Acts for completing the construction of the various railway works authorised by those Acts to 3 years from that date and provided that the powers given by the 1864, 1865 and 1867 Acts for those construction works should cease thereafter.

7. In the event, the railway project was abandoned. On 30 March 1876 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²⁷ The Company itself was wound up by order of the court dated 28 April 1876.²⁸

8. Clearly the abandonment of the railway project and the winding up of the Company in 1876 made the 1864, 1865 and 1867 Acts unnecessary. Accordingly all three Acts have long been spent and may now be repealed.

Extent

9. The provisions proposed for repeal had no effect outside Cornwall.

²⁶ The 1867 Act, s 15.

²⁷ *The London Gazette*, 25 April 1876, p 2633.

²⁸ *The London Gazette*, 9 May 1876, p 2882.

Consultation

10. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Cornwall County Council and the Bodmin & Wenford Railway have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Bodmin Railway Act 1864

A Railway commencing in the Parish of *Saint Winnow* in the County of *Cornwall* by a Junction with the *Cornwall* Railway at or near to the *Bodmin Road* Station of that Railway, and terminating in the Borough and Parish of *Bodmin* in the County of *Cornwall* in a Field belonging to *John Marshall*, in the Occupation of *William Oliver*, adjoining the Turnpike Road leading from *Bodmin* to *Lostwithiel*.

Railway authorised by the Bodmin Railway Act 1865

No.1. A Railway commencing by a Junction with the authorised Line of the *Bodmin* Railway at a Point Six Furlongs Three Chains on the deposited Plans of that Railway, and terminating near the *Bodmin* Station of the *Bodmin and Wadebridge* Railway.

No.2. A Railway commencing at the Termination of Railway (No.1.), and terminating by a Junction with the *Bodmin and Wadebridge* Railway at the *Bodmin* Station of that Railway.

Railway authorised by the Bodmin Railway Act 1867

A Deviation Railway One Mile Three Furlongs Five Chains and Sixty-two Links in Length, commencing in the Parish of *Lanhydroch* in the County of *Cornwall* by a Junction with the original Railway at the Point denoting One Mile Three Furlongs on the Plans referred to in the Act of 1864, and terminating in the Parish of *Cardinham* in the County of *Cornwall* by a Junction with the original Railway at the Point denoting Two Miles Five Furlongs on the said Plans.

BODMIN AND WADEBRIDGE AND DELABOLE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
------------------	---------------------------------------

Bodmin and Wadebridge and Delabole Railway (Abandonment) Act 1878 (41 & 42 Vict. c.vi)	The whole Act.
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Bodmin and Wadebridge and Delabole Railway (Abandonment) Act 1878

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in north Cornwall between the parishes of St Breward and St Teath. The railway project was abandoned in 1878.

2. The construction of the railway was authorised by the Bodmin and Wadebridge and Delabole Railway Act 1873 (“the 1873 Act”).²⁹ The route of the railway was prescribed by section 5 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act incorporated a company called *The Bodmin and Wadebridge and Delabole Railway Company* (“the Company”) to construct the railway. The powers given by the 1873 Act for the construction of the railway were amended by the Bodmin and Wadebridge and Delabole Railway Act 1876 (“the 1876 Act”).³⁰

4. The purpose of the Bodmin and Wadebridge and Delabole Railway (Abandonment) Act 1878 (“the 1878 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1878 Act recorded that the Company had not exercised any of its powers under the 1873 or 1876 Acts in relation to the construction of the railway. It also recorded that the Company had been unable to raise the necessary funds for the construction.

5. The 1878 Act provided as follows:

(a) short title (*section 1*)

(b) the Company to abandon the making of the railway authorised by the 1873 Act (*section 2*)

²⁹ 36 & 37 Vict. c.ccxlix. The 1873 Act also authorised the construction of other railways: these fall outside the scope of this note.

³⁰ 39 & 40 Vict. c.ccxv.

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist, and the Act of 1873 and the Act of 1876 respectively shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1878 Act (*section 8*).

6. Clearly the purposes of the 1878 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1878 Act will have long since been barred by passage of time. Accordingly the 1878 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside north Cornwall.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Bodmin and Wenford Railway and Cornwall County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Bodmin and Wadebridge and Delabole Railway Act 1873

A railway, nine miles two furlongs five chains six yards in length, commencing in the parish of Saint Breward by a junction with the main line of the Bodmin and Wadebridge Railway at the termination thereof at Wenford Bridge, and terminating in the parish of Saint Teath, near the works of the Delabole Slate Quarries.

BOURTON-ON-THE-WATER RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Bourton-on-the-Water Railway (Extension to Cheltenham) Act 1864 (27 & 28 Vict. c.ccx)	The whole Act.
Bourton-on-the-Water Railway (Extension to Cheltenham) Abandonment Act 1867 (30 & 31 Vict. c.cxciii)	The whole Act.

Bourton-on-the-Water Railway (Extension to Cheltenham) Act 1864

Bourton-on-the-Water Railway (Extension to Cheltenham) Abandonment Act 1867

1. This note proposes the repeal of two enactments passed relating to the proposed construction of a railway in Gloucestershire. The railway project was abandoned in 1867.

2. The construction of the railway was authorised by the *Bourton-on-the-Water Railway (Extension to Cheltenham) Act 1864* (“the 1864 Act”). The route of the railway was prescribed by section 5 of the 1864 Act and is set out in the *Annex* to this note.

3. The 1864 Act authorised a company called *The Bourton-on-the-Water Railway Company* (“the Company”) to construct an extension railway. The Company was incorporated by the *Bourton-on-the-Water Railway Act 1860*.³¹ The Company amalgamated with the Great Western Railway in 1874.

4. The purpose of the *Bourton-on-the-Water Railway (Extension to Cheltenham) Abandonment Act 1867* (“the 1867 Act”) was to authorise the abandonment of the railway construction proposals. The preamble to the 1867 Act recorded that the Company had not commenced the construction of any part of the railway. The failure of the East Gloucestershire Railway Company to proceed with the construction of a separate railway made it expedient to abandon the present proposed railway.

³¹ 23 & 24 Vict. c.lxxxii.

5. The 1867 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) compensation to be paid in respect of non-fulfilment of existing contractual obligations (*section 4*)
 - (e) payment of debts and liabilities in respect of the proposed railway (*section 5*)
 - (f) payment of expenses of East Gloucestershire Railway Company (*section 6*)
 - (g) deposits for future Bills not to be paid out of capital (*section 7*)
 - (h) railways of the Company not exempt from other legislation (*section 8*)
 - (i) payment of expenses of obtaining the 1867 Act (*section 9*).

6. Clearly the purpose of the 1867 Act (the abandonment of the railway proposals) has long since been fulfilled. Similarly any claims for compensation arising under the 1867 Act will have long since been barred by passage of time. Accordingly the 1867 Act is spent and may now be repealed.

7. The 1864 Act is also spent. *Section 9* provided that the powers granted to the Company for the compulsory purchase of land for the purposes of the 1864 Act should not be exercisable after the expiration of three years from the passing of the Act (i.e. 3 years after 25 July 1864). *Section 10* provided that the railway was to be completed within 5 years from the passing of the Act, and that after that date (i.e. after 25 July 1869) the powers granted to the Company by the Act to execute the railway would cease to be exercisable. In the event, the abandonment of the railway project in 1867 rendered the 1864 Act inoperable. It may therefore now be repealed on the basis that it is spent.

Extent

8. The provisions proposed for repeal had no effect outside Gloucestershire.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Gloucestershire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Bourton-on-the-Water
Railway (Extension to Cheltenham) Act 1864

A Railway commencing at or near *Whittington Court* in or near the Field numbered on the deposited Plans 24 in the Parish of *Whittington* in the County of *Gloucester*, and terminating in the Parish of *Bourton-on-the-Water* in the County of *Gloucester* by a Junction there with the *Bourton-on-the-Water* Railway, at or near the Termination thereof at *Bourton-on-the-Water*.

BRAMPTON AND LONGTOWN RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Brampton and Longtown Railway Act 1866 (29 & 30 Vict. c.cccxlix)	The whole Act.

Brampton and Longtown Railway Act 1866

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Cumberland (now Cumbria) between Longtown and Brampton. The railway project was abandoned in 1869.
2. The construction of the railway was authorised by the *Brampton and Longtown Railway Act 1866* (“the 1866 Act”). The route of the railway was prescribed by section 5 of the 1866 Act and is set out in the *Annex* to this note.
3. The 1866 Act incorporated a company called *The Brampton and Longtown Railway Company* (“the Company”) to construct the railway.
4. The 1866 Act was passed on 10 August 1866. *Section 21* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 2 years from that date. *Section 22* provided that the powers granted to the Company by the Act to make the railway were to last for only 3 years from that date.
5. In the event, the railway project was abandoned. On 12 October 1869 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.³² The Company itself was wound up by order of the court dated 20 December 1869.

³² *The London Gazette*, 2 November 1869, p 5861.

6. Clearly the abandonment of the railway project and the winding up of the Company in 1869 made the 1866 Act unnecessary. Accordingly this Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Cumbria.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Railway Heritage Association, the Railway Heritage Committee and Cumbria County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Brampton and Longtown Railway Act 1866

A Railway Twelve Miles Three Furlongs and One hundred and eighty-two Yards in Length, wholly situated in the County of *Cumberland*, commencing in the Parish of *Arthuret* by a Junction with the *Border Union (North British)* Railway at or near to a Point Seventy-seven Yards or thereabouts measuring in a Southerly Direction from the Centre of the Bridge carrying the last-mentioned Railway over the Road or Street called *Water Street* between *Longtown* and the River *Esk*, and terminating in the Parish of *Brampton* by a Junction with the Tramway between *Kirkhouse* and *Brampton* aforesaid at or near to a Point thereon One hundred and fifty-seven Yards or thereabouts measured in a Westerly Direction from the Booking Office Door of the *Milton* Station on the *Newcastle and Carlisle* Section of the *North-eastern* Railway.

BREWOOD AND WOLVERHAMPTON RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Brewood and Wolverhampton Railway (Abandonment) Act 1879 (42 & 43 Vict. c.cxv)	The whole Act.

Brewood and Wolverhampton Railway (Abandonment) Act 1879

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Staffordshire. The railway project was abandoned in 1879.

2. The construction of the railway was authorised by the Brewood and Wolverhampton Railway Act 1874 ("the 1874 Act").³³ The route of the railway was prescribed by section 5 of the 1874 Act and is set out in the *Annex* to this note.

3. The 1874 Act incorporated a company called *The Brewood and Wolverhampton Railway Company* ("the Company") to construct the railway. The powers given by the 1874 Act for the construction of the railway were amended by the Brewood and Wolverhampton Railway Act 1875 ("the 1875 Act").³⁴

4. The purpose of the Brewood and Wolverhampton Railway (Abandonment) Act 1879 ("the 1879 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1879 Act recorded that the Company had not exercised any of its powers under the 1874 or 1875 Acts in relation to the construction of the railway. The funds of the Company were said to be wholly insufficient for the construction.

5. The 1879 Act provided as follows:

- (a) short title (*section 1*)
- (b) interpretation (*section 2*)
- (c) the Company to abandon the making of the railway (*section 3*)
- (d) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 4*)

³³ 37 & 38 Vict. c.xciii.

³⁴ 38 & 39 Vict. c.xcviii.

- (e) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 5*)
- (f) repayment of deposit money (*section 6*)
- (g) the Company to proceed immediately to wind up its affairs and settle debts (*section 7*)
- (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and thereupon the said Acts of 1874 and 1875 shall be repealed" (*section 8*)
- (i) payment of expenses of obtaining the 1879 Act (*section 9*).

6. Clearly the purposes of the 1879 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1879 Act will have long since been barred by passage of time. Accordingly the 1879 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Staffordshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Staffordshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Brewood and Wolverhampton Railway Act 1874

A railway two miles five furlongs six yards in length, wholly in the county of Stafford commencing by a junction with the Grand Junction Railway of the London and North-western Railway Company in the parish of Brewood, and terminating on the east side of Engleton Lane in the same parish.

BRIGHTON ROTTINGDEAN AND NEWHAVEN DIRECT RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Brighton Rottingdean and Newhaven Direct Railway (Abandonment) Act 1894 (57 & 58 Vict. c.cxliv)	The whole Act.

Brighton Rottingdean and Newhaven Direct Railway (Abandonment) Act 1894

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in East Sussex from Brighton to Rottingdean and Newhaven. The railway project was abandoned in 1894.

2. The construction of the railway was authorised by the Brighton Rottingdean and Newhaven Direct Railway Act 1886 ("the 1886 Act").³⁵ The route of the railway was prescribed by section 5 of the 1886 Act and is set out in the *Annex* to this note.

3. The 1886 Act incorporated a company called *The Brighton Rottingdean and Newhaven Direct Railway Company* ("the Company") to construct the railway. The powers given by the 1886 Act for the construction of the railway were amended by the Brighton Rottingdean and Newhaven Direct Railway Acts of 1887³⁶, 1889³⁷ and 1893.³⁸

4. The purpose of the *Brighton Rottingdean and Newhaven Direct Railway (Abandonment) Act 1894* ("the 1894 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1894 Act recorded that the Company had not exercised any of its powers under the 1886 or 1887 Acts in relation to the purchase of land, the construction of the railway, or the raising of capital.

5. The 1894 Act provided as follows:

(a) short title (*section 1*)

(b) the Company to abandon the making of the railway authorised by the 1886 and 1887 Acts (*section 2*)

³⁵ 49 & 50 Vict. c.c.

³⁶ 50 & 51 Vict. c.cxcii.

³⁷ 52 & 53 Vict. c.xxix.

³⁸ 56 & 57 Vict. c.cl.

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1886 1887 1889 and 1893 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1894 Act (*section 8*).

6. Clearly the purposes of the 1894 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1894 Act will have long since been barred by passage of time. Accordingly the 1894 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside East Sussex.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and East Sussex County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Brighton Rottingdean and Newhaven Direct Railway Act 1886

1. A railway (in this Act and on the deposited plans called Railway No. 2) 5 furlongs and 3 chains in length wholly in the parish of Brighton commencing at a point distant 123 yards or thereabouts measured in a northerly direction from the northernmost boundary fence of the field numbered 52 on the 25-inch ordnance map thence proceeding in a west and south-westerly direction and terminating by a junction with the Kemp Town Branch of the London Brighton and South Coast Railway at a point distant 6 chains or thereabouts measured along the centre line of the said branch railway from the northern end of the platform ramp of the Kemp Town Railway Station.
2. A railway (in this Act and on the deposited plans called Railway No. 3) 7 miles 7 furlongs 2 chains and 40 links in length commencing in the parish of Brighton by a junction with Railway No. 2 at the commencement thereof before described thence proceeding in an easterly direction and terminating in the parish of Denton by a junction with the Lewes Newhaven and Seaford Branch of the London Brighton and South Coast Railway 150 yards or thereabouts north of the distance post thereon denoting 56 miles from London.

BRISTOL AND SOUTH WALES JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Bristol and South Wales Junction Railway Act 1846 (9 & 10 Vict. c.cv)	The whole Act.
Bristol and South Wales Junction Railway and Aust Ferry Act 1847 (10 & 11 Vict. c.lxxxix)	The whole Act.

Bristol and South Wales Junction Railway Act 1846

Bristol and South Wales Junction Railway and Aust Ferry Act 1847

1. This note proposes the repeal of two enactments passed in connection with (1) the construction of railways between Bristol and South Wales and (2) improving the Aust or Old Passage Ferry across the River Severn. The railway project was abandoned in 1853.

2. The construction of the railways was authorised by the *Bristol and South Wales Junction Railway Act 1846* ("the 1846 Act"). The route of the railways was prescribed by sections 20 and 21 of the 1846 Act and is set out in the *Annex* to this note. The 1846 Act incorporated a company called *The Bristol and South Wales Junction Railway Company* ("the Company") to construct the railways.

3. The powers given by the 1846 Act for the construction of the railways were extended by the *Bristol and South Wales Junction Railway and Aust Ferry Act 1847* ("the 1847 Act"). The 1847 Act authorised the Company to take over, improve and maintain the Aust or Old Passage Ferry "commencing in the Tything of Aust in the Parish of Henbury in the County of Gloucester, extending over the said River Severn, and terminating in the Hamlet of Beachley in the parish of Tidenham in the said County of Gloucester".³⁹

4. The 1846 Act was passed on 26 July 1846. *Section 24* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 2 years from that date. *Section 25* provided that the powers granted to the Company by the Act to make the railways were to last for only 5 years from that date.

³⁹ The 1847 Act, s 3. Old Passage and New Passage were ferry terminals on the Gloucestershire side of the Severn Estuary. The Aust ferry stopped operating in 1966 when the first Severn Bridge was built.

5. In the event, the railway project was abandoned because of lack of funds. On 6 October 1853 the Board of Trade, pursuant to the Abandonment of Railways Act 1850, issued a warrant ordering and declaring that the railways and all the other undertakings of the Company pursuant to the two Acts should be abandoned by the Company.⁴⁰

6. Clearly the abandonment of the railway project in 1853 made the 1846 Act and (so far as it related to the railways) the 1847 Act unnecessary. The 1847 Act, so far as it related to matters other than the railways, did no more than to authorise the Company to operate the Aust or Old Passage Ferry. The ferry ceased to operate in 1966 when the first Severn Bridge was built.

7. Accordingly both the 1846 and the 1847 Acts have long been spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside Bristol, Gloucestershire and Monmouthshire.

Consultation

9. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Gloucestershire County Council and Monmouthshire County Council have been consulted about these repeal proposals.

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⁴⁰ *The London Gazette*, 11 October 1853, p 2737.

ANNEX

Railway authorised by the Bristol and South Wales Junction Railway Act 1846

And be it enacted, That the said first-mentioned Railway shall commence by a Junction with the said *Great Western Railway* in the Parish of *Saint Philip and Jacob* in the City and County of the City of *Bristol*, and shall pass from, through, or into the following Places, (that is to say,) *Saint Philip and Jacob* in the City and County of the City of *Bristol*, *Saint George*, *Stapleton*, *Horfield*, *Saint John the Baptist*, *Frenchay*, *Filton*, *Stoke Gifford*, *Almondsbury*, and *Henbury*, in the County of *Gloucester*, and shall terminate in the said Parish of *Henbury*; and the said second-mentioned Railway shall be wholly situate in the said Parish of *Portskewet* in the County of *Monmouth*, and terminate by a Junction with the said proposed *South Wales Railway*.

And be it enacted, That the said Branch Railway shall commence by a Junction with the said first-mentioned Railway in the said Parish of *Almondsbury* in the said County of *Gloucester*, and shall pass from, through, or into the following Places; (that is to say,) *Almondsbury* and *Henbury* in the said County of *Gloucester*, and shall terminate at or near the *Aust* or *Old Passage Ferry* in the said Parish of *Henbury*.

BUDE CANAL AND LAUNCESTON JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Bude Canal and Launceston Junction Railway Act 1865 (28 & 29 Vict. c.cclxiii)	The whole Act.

Bude Canal and Launceston Junction Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Cornwall from Werrington to Lawhitton. The railway project was abandoned in 1870.
2. The construction of the railway was authorised by the *Bude Canal and Launceston Junction Railway Act 1865* (“the 1865 Act”). The route of the railway was prescribed by section 21 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Bude Canal and Launceston Junction Railway Company* (“the Company”) to construct the railway.
4. The 1865 Act was passed on 5 July 1865. *Section 18* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 28* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 28 January 1870 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.⁴¹
6. Clearly the abandonment of the railway project in 1870 made the 1865 Act unnecessary. Accordingly this Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Cornwall.

⁴¹ *The London Gazette*, 18 February 1870, p 915.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Railway Heritage Association, the Railway Heritage Committee and Cornwall County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Bude Canal and
Launceston Junction Railway Act 1865

A Railway commencing in the Parish of *Werrington* in the County of *Devon* at or near the Termination of a Cut or Canal of the *Bude* Harbour and Canal Company, and terminating in the Parish of *Lawhitton* in the County of Cornwall by a Junction with the *Launceston and South Devon* Railway now in course of Construction in a Field numbered 65 in the said Parish of *Lawhitton* on the Plans referred to in "The *Launceston and South Devon* Railway Act, 1862."

BURNLEY CLITHEROE AND SABDEN RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Burnley Clitheroe and Sabden Railway (Abandonment) Act 1890 (53 & 54 Vict. c.xxxiv)	The whole Act.

Burnley Clitheroe and Sabden Railway (Abandonment) Act 1890

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Lancashire. The railway project was abandoned in 1890.
2. The construction of the railway was authorised by the Burnley Clitheroe and Sabden Railway Act 1886 (“the 1886 Act”).⁴² The route of the railway was prescribed by section 5 of the 1886 Act and is set out in the *Annex* to this note.
3. The 1886 Act incorporated a company called *the Burnley Clitheroe and Sabden Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Burnley Clitheroe and Sabden Railway (Abandonment) Act 1890* (“the 1890 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1890 Act recorded that the Company had not exercised any of its powers under the 1886 Act in relation to the compulsory purchase of land; and that no part of the capital of the Company had been issued or paid up.
5. The 1890 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1886 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

⁴² 49 & 50 Vict. c.ciii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1886 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1890 Act (*section 8*).

6. Clearly the purposes of the 1890 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1890 Act will have long since been barred by passage of time. Accordingly the 1890 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Ribble Valley area of Lancashire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Lancashire County Council have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Burnley Clitheroe and Sabden Railway Act 1886

- (1.) A railway (on the deposited plans and in this Act called Railway No.2) three miles five furlongs and two chains in length commencing in the parish or township of Read and parish of Whalley by a junction with the North Lancashire loop line of the Lancashire and Yorkshire Railway Company at or near the level crossing by that line of the road on the eastern boundary of Bridge-Hey Wood and terminating in the extra-parochial place of Standen and Standen Hey in the township of Pendleton by a junction with the Blackburn and Hellifield Railway of the Lancashire and Yorkshire Railway Company at a point seventy yards or thereabouts measuring along that railway in a southerly direction from the distance post thereon indicating 32½ miles from Manchester.
- (2.) A railway (on the deposited plans and in this Act called Railway No.3) two furlongs in length wholly in the parish or township of Read and parish of Whalley commencing by a junction with the said North Lancashire loop line at a point one hundred and ten yards or thereabouts measured in a north-easterly direction along the line from the northern bank of the River Calder and terminating by a junction with Railway No. 2 before described at the southern corner of the cross roads immediately opposite the lodge at the entrance to Read Park.
- (3.) A railway (on the deposited plans and in this Act called Railway No. 4) two miles and five furlongs in length commencing by a junction with Railway No. 3 at the termination thereof before described and terminating in the parish or township of Read and parish of Whalley at a point fifteen yards or thereabouts measured in a northerly direction from the northernmost corner of the block of cottages at or near the town of Sabden the site of which cottages is marked on the six-inch Ordnance map "Edmondson Barn."

BURRY PORT AND NORTH WESTERN JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Burry Port and North Western Junction Railway (Abandonment) Act 1889 (52 & 53 Vict. c.cliii)	The whole Act.

Burry Port and North Western Junction Railway (Abandonment) Act 1889

1. This note proposes the repeal of an enactment passed to abandon the construction of railways in Carmarthenshire. The railway project was abandoned in 1889.

2. The construction of one of the railways was authorised by the Burry Port and North-western Junction Railway Act 1876 (“the 1876 Act”).⁴³ The route of the railway was prescribed by section 5 of the 1876 Act and is set out in the *Annex* to this note.

3. The 1876 Act incorporated a company called *The Burry Port and North Western Junction Railway Company* (“the Company”) to construct the railway. The powers given by the 1876 Act for the construction of the railway were extended by the Burry Port and North-western Junction Railway Amendment Act 1881 (“the 1881 Act”),⁴⁴ and by the Burry Port and North-western Junction Amendment Acts 1884⁴⁵ and 1887.⁴⁶ The 1881 Act authorised the construction of another railway. The route of this railway was prescribed by section 5 of the 1881 Act and is set out in the *Annex* to this note.

4. The purpose of the *Burry Port and North Western Junction Railway (Abandonment) Act 1889* (“the 1889 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1889 Act recorded that the Company had not exercised any of its powers under the 1876 or other Acts in relation to the purchase of land and the construction of the railways.

⁴³ 39 & 40 Vict. c.lxxiii.

⁴⁴ 44 & 45 Vict. c.liv.

⁴⁵ 47 & 48 Vict. c.clxxi.

⁴⁶ 50 & 51 Vict. c.cxlili.

5. The 1889 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railways authorised by the 1876 and 1881 Acts (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
 - (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the recited Acts shall be by this Act repealed" (*section 7*).

6. Clearly the purposes of the 1889 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1889 Act will have long since been barred by passage of time. Accordingly the 1889 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside South Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Carmarthenshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Burry Port and North-western Junction Railway Act 1876

A railway five miles seven furlongs 9.40 chains or thereabouts in length, commencing in the parish of Llanon by a junction with the authorised Burry Port and Gwendreath Valley Railway, and terminating in the parish of Llanarthney by a junction with the railway of the Central Wales and Carmarthen Junction Railway Company.

Railway authorised by the Burry Port and North-western Junction Railway Amendment Act 1881

A junction railway 2 miles 1 furlong and 7.33 chains in length (in this Act called the Junction Railway) commencing in the parish of Llanarthney, in the county of Carmarthen, by a junction with the authorised railway of the Company at or about the point indicating 3 furlongs and 4 chains, measured from the commencement of that railway at its junction with the authorised Burry Port and Gwendreath Valley Railway, as shown on the plans deposited for the purposes of the Act of 1876 with the clerk of the peace for the county of Carmarthen, and terminating in the parish of Llannon, in the said county, by a junction with the authorised line of the Llanelly and Mynydd Mawr Railway, at or about the point indicating 9 miles and 6 furlongs on that railway, measured from its commencement near Llanelly, as shown on the plans, or the amended plans, of that railway, deposited for the purposes of the Llanelly and Mynydd Mawr Railway Act, 1875, with the clerk of the peace for the county of Carmarthen, and which point is about 100 yards to the eastward of the buildings known as Cwm Farm buildings.

CENTRAL CORNWALL RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Launceston, Bodmin, and Wadebridge Junction Railway Act 1864 (27 & 28 Vict. c.cclxxxix)	The whole Act.
Central Cornwall Railway Act 1865 (28 & 29 Vict. c.cclxxiv)	The whole Act.
Central Cornwall Railway Act 1867 (30 & 31 Vict. c.cxcix)	The whole Act.

Launceston, Bodmin, and Wadebridge Junction Railway Act 1864

Central Cornwall Railway Acts 1865 and 1867

1. This note proposes the repeal of three enactments passed in connection with the construction of railways in Cornwall. The railway project was abandoned in 1870.
2. The construction of the principal railway was authorised by the *Launceston, Bodmin, and Wadebridge Junction Railway Act 1864* (“the 1864 Act”). The route of the railway was prescribed by section 21 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act incorporated a company called *The Launceston, Bodmin, and Wadebridge Junction Railway Company* (“the Company”) to construct the railway. The 1864 Act was passed on 29 July 1864. *Section 18* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 31* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
4. *The Central Cornwall Railway Act 1865* (“the 1865 Act”) changed the name of the Company to “*The Central Cornwall Railway Company*”⁴⁷ and authorised the construction of two additional extension railways. The route of these railways were prescribed by section 20 of the 1865 Act and are set out in the *Annex* to this note.
5. The purpose of the *Central Cornwall Railway Act 1867* (“the 1867 Act”) was to raise further capital and to extend the time limits set by the 1864 Act for the exercise

⁴⁷ The 1865 Act, s 5.

of the Company's powers of compulsory purchase of land and for making the principal railway. These limits were extended, respectively, to 15 August 1868 and 15 August 1870.⁴⁸

6. In the event, the railway project was abandoned. On 16 March 1870 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that all the railways authorised by the 1864 and 1865 Acts should be abandoned by the Company.⁴⁹ The Company itself was wound up by order of the court dated 26 January 1875.

7. Clearly the abandonment of the railway project in 1870 and the winding up of the Company in 1875 made all three Acts unnecessary. Accordingly they have long been spent and may now be repealed.⁵⁰

Extent

8. The provisions proposed for repeal had no effect outside Cornwall.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cornwall County Council have been consulted about these repeal proposals.

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⁴⁸ The 1867 Act, s 4.

⁴⁹ *The London Gazette*, 22 March 1870, p 1838.

⁵⁰ The North Cornwall Railway Company, incorporated by the North Cornwall Railway Act 1882 (45 & 46 Vict. c.ccliv), was authorised to construct railways which were in some respects similar to the routes authorised by the 1864 and 1865 Acts. However, the North Cornwall Railway Company drew its authority from the 1882 Act and not from the Acts of 1864 or 1865.

ANNEX

Railway authorised by the Launceston, Bodmin and Wadebridge Junction Railway Act 1864

A Railway commencing in the Parish of *Saint Stephens by Launceston* in the County of *Cornwall* by a Junction with the *Launceston and South Devon* Railway, and terminating in the Parish of *Simonward* (otherwise *Saint Breward*) in the same County by a Junction with the *Bodmin and Wadebridge* Railway at or near to the Termination of that Railway.

Railways authorised by the Central Cornwall Railway Act 1865

A Railway (No. 1) commencing in the Parish of *Saint Breock* in the County of *Cornwall* by a Junction with the *Ruthern* Branch of the *Bodmin and Wadebridge* Railway at a Point thereon near the Termination of that Branch at *Ruthern Bridge*, and terminating in the Parish of *Kenwyn* in the said County by a Junction with the *Cornwall* Railway at a Point thereon Eastward of the Eastern End of the Passenger Station of that Railway at *Truro*.

A Railway (No. 2) situate wholly within the Parish of *Saint Colomb Major* in the said County, commencing by a Junction with the Railway (No.1), and terminating by a Junction with the *Newquay* Railway at a Point thereon Eastward of the Point where that Railway crosses the Turnpike Road leading from *Saint Colomb Major* to *Truro*.

CHARING CROSS AND WATERLOO ELECTRIC RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Charing Cross and Waterloo Electric Railway (Abandonment) Act 1885 (48 & 49 Vict. c.lxxi)	The whole Act.

Charing Cross and Waterloo Electric Railway (Abandonment) Act 1885

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in London between Charing Cross and Waterloo station. The railway project was abandoned in 1885.
2. The construction of the railway was authorised by the Charing Cross and Waterloo Electric Railway Act 1882 (“the 1882 Act”).⁵¹ The route of the railway was prescribed by section 5 of the 1882 Act and is set out in the *Annex* to this note.
3. The 1882 Act incorporated a company called *The Charing Cross and Waterloo Electric Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Charing Cross and Waterloo Electric Railway (Abandonment) Act 1885* (“the 1885 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1885 Act recorded that the Company had not exercised any of its powers under the 1882 Act in relation to the purchase of land and the construction of the railway.
5. The 1885 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

⁵¹ 45 & 46 Vict. c.cclv.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and thereupon the Act of 1882 shall be repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1885 Act (*section 8*).

6. Clearly the purposes of the 1885 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1885 Act will have long since been barred by passage of time. Accordingly the 1885 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the present day Greater London area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Transport for London, London Underground, the London Underground Railway Society and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Charing Cross and Waterloo Electric Railway Act 1882

1. A railway five furlongs two chains in length commencing in the parish of St. Martin-in-the-Fields in the county of Middlesex in the street or place known as Charing Cross at or near the north-western end of Northumberland Avenue and terminating in the parish of St. Mary Lambeth in the county of Surrey at or near the arch numbered 255 under the loop line station of the Waterloo terminus.

CHEADLE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Cheadle Railway (Abandonment) Act 1882 (45 & 46 Vict. c.cxxi)	The whole Act.

Cheadle Railway (Abandonment) Act 1882

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Staffordshire between Dilhorne and Cheadle. The railway project was abandoned in 1882.⁵²
2. The construction of the railway was authorised by the Cheadle Railway Act 1878 (“the 1878 Act”).⁵³ The route of the railway was prescribed by section 5 of the 1878 Act and is set out in the *Annex* to this note.
3. The 1878 Act incorporated a company called *The Cheadle Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Cheadle Railway (Abandonment) Act 1882* (“the 1882 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1882 Act recorded that the Company had not exercised any of its powers under the 1878 Act in relation to the purchase of land and the construction of the railway.
5. The 1882 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

⁵² Subsequently a different company, the Cheadle Railway Mineral and Land Company Ltd, was authorised by the Cheadle Railway Mineral and Land Company Limited Act 1888 (51 & 52 Vict. c.clxxxviii) to build a railway between Cheadle and Draycott-in-the-Moors. That Company was absorbed by the North Staffordshire Railway in January 1908.

⁵³ 41 & 42 Vict. c.clxviii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) power to pay money into court (*section 7*)
- (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1878 shall be by this Act repealed" (*section 8*)
- (i) payment of expenses of obtaining the 1882 Act (*section 9*).

6. Clearly the purposes of the 1882 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1882 Act will have long since been barred by passage of time. Accordingly the 1882 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Staffordshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Staffordshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Cheadle Railway Act 1878

A railway, five miles five furlongs and ninety-nine yards in length, commencing in the parish of Dilhorn by a junction with the North Staffordshire Railway (Stoke and Uttoxeter Branch), five hundred and six yards, or thereabouts, from and to the south-east of the booking office at Blythe Bridge Passenger Station, and terminating in the parish of Cheadle (Town Quarter) in a field called Town Meadow, and on the west side of and near to Charles Street.

CLAY CROSS RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Clay Cross Railway Act 1902 (2 Edw.7 c.clxxxiii)	The whole Act.
Clay Cross Railway (Abandonment) Act 1905 (5 Edw.7 c.xxvii)	The whole Act.

Clay Cross Railway Acts

1. This note proposes the repeal of two enactments relating to the construction of a railway in Derbyshire connecting the Clay Cross Collieries and Works with the Lancashire, Derbyshire and East Coast Railway near Chesterfield. The railway project was abandoned in 1905.
2. The construction of this railway was authorised by the *Clay Cross Railway Act 1902* ("the 1902 Act"). The route of the railway was prescribed by section 5 of the 1902 Act and is set out in the *Annex* to this note.
3. The 1902 Act incorporated a company called *The Clay Cross Railway Company* ("the Company") to construct the railway. The powers given by the Act for the compulsory purchase of land for the railway and for the completion of the construction works expired on 31 July 1905 and 31 July 1907 respectively.
4. The purpose of the *Clay Cross Railway (Abandonment) Act 1905* ("the 1905 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1905 Act recorded that the Company had not exercised any of its powers for the purchase of land or for the construction of the railway. It seems that the decline in trade and the depressed state of the money markets had made it impossible to raise the capital required for the railway construction.
5. The 1905 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the construction of the railway authorised by the 1902 Act (*section 2*)

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been settled and the affairs of the Company had been wound up, the Company "shall be by this Act dissolved" (*section 7*)
- (h) payment of expenses including those of obtaining the 1905 Act (*section 8*).

6. Clearly the purposes of both the 1902 Act and the 1905 Act (the construction of the Clay Cross railway, the incorporation of the Company for that purpose, the abandonment of the railway construction and dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1905 Act will have long since been barred by passage of time. Accordingly both Acts are spent and may be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Derbyshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Derbyshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Clay Cross Railway Act 1902 (s.5)

- (1) Railway (No. 1) 1 mile 7 furlongs 0.80 chain in length commencing in the borough and parish of Chesterfield by a junction with the Lancashire Derbyshire and East Coast Railway at a point 17 chains or thereabouts measured in a westerly direction along the line of that railway from the centre of the bridge carrying the same over the main line of the Midland Railway and terminating in the parish or township of Wingerworth at a point 30 yards or thereabouts measured in a northerly direction from the weighbridge for full waggons of No. 9 Colliery of the Clay Cross Company by a junction with the westernmost of the colliery sidings there.
- (2) Railway (No. 2) 2 miles 4 furlongs 2.20 chains in length commencing in the said parish or township of Wingerworth by a junction with the intended Railway No. 1 before described in the field numbered 293 on the 25-inch Ordnance map (second edition 1898) at a point 11 chains or thereabouts measured in a north-easterly direction from the south-west corner of the said field and 14 chains or thereabouts measured in a north-westerly direction from the south-east corner of the same field and terminating in the parish or township of Tupton at a point 40 yards or thereabouts measured in a southerly direction from the Clay Cross Company's weighbridge by a junction with the westernmost of the said Company's sidings adjoining the North Midland Branch of the Midland Railway.
- (3) Railway (No. 3) 1 mile 5 furlongs 2.20 chains in length commencing in the said parish or township of Tupton by a junction with the intended Railway No. 2 before described in the field numbered 189 on the 25-inch Ordnance map (second edition 1899) at a point 10½ chains or thereabouts measured in a south-easterly direction from the north-west corner of the said field and 11 chains or thereabouts from the south-east corner of the said field measured in a northerly direction and terminating in the parish or township of Pilsley in the field numbered 304 on the said 25-inch Ordnance map (second edition 1899) at a point 6½ chains or thereabouts measured in a south-westerly direction from the north-east corner of the said field and 5½ chains or thereabouts measured in a westerly direction from the south-east corner of the said field.
- (4) Railway (No. 4) 1 mile 4 furlongs 9.30 chains in length commencing at the termination of the intended Railway No. 3 before described in the said parish or township of Pilsley and terminating in the parish or township of Morton at a point 23 yards or thereabouts measured in a north-easterly direction from the north-east corner of the Clay Cross Company's coke ovens at Morton Colliery by a junction with the westernmost of the colliery sidings there.
- (5) Railway (No. 5) 2 furlongs 9.20 chains in length commencing at the termination of the intended Railway No. 3 before described in the said parish or township of Pilsley and terminating in the same parish at a point 18 yards or thereabouts measured in a south-westerly direction from the weighbridge for full waggons of No. 7 Colliery of the Clay Cross Company by a junction with the central siding there.

COLUMBIA MARKET RAILWAY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Columbia Market Act 1885 (48 & 49 Vict. c.lxxiv)	The whole Act.
Columbia Market (Extension of Time) Act 1888 (51 & 52 Vict. c.iii)	The whole Act.
Columbia Market Railways (Abandonment) Act 1890 (53 & 54 Vict. c.iii)	The whole Act.

Columbia Market Act 1885

Columbia Market (Extension of Time) Act 1888

Columbia Market Railways (Abandonment) Act 1890

1. This note proposes the repeal of three enactments passed in connection with the construction of two short railways and a street near Bethnal Green in the east end of London. The railways and street were intended to benefit Columbia Market. The whole project was abandoned in 1890.

2. The construction of the railways and street was authorised by the *Columbia Market Railway Act 1885* (“the 1885 Act”). The route of the railways was prescribed by section 4 of the 1885 Act and is set out in the *Annex* to this note.

3. Columbia Market (“the Market”) was established in 1869 as a covered food market by the philanthropist Angela Burdett-Coutts. Originally intended as a weekday food market, the Market became unprofitable and closed in 1886, except its street market aspect. Today it is a Sunday flower market.

4. The 1885 Act authorised the owners of the Market Lady Angela Burdett-Coutts and her husband William Burdett-Coutts (“the Market Owners”), to construct the railways and a new street. The railways were intended to connect the Market with the North London Railway. The powers given by the 1885 Act for the construction of the railways (and street) were extended by the *Columbia Market (Extension of Time) Act 1888* (“the 1888 Act”).

5. The purpose of the *Columbia Market Railways (Abandonment) Act 1890* (“the 1890 Act”) was to authorise the abandonment of the railways and new street

construction proposals. The preamble to the 1890 Act recorded that it was expedient that the proposals for the railways and new street should be abandoned.

6. The 1890 Act provided as follows:

- (a) short title (*section 1*)
- (b) interpretation (*section 2*)
- (c) the Market Owners to abandon the making of the railways and street (*section 3*)
- (d) compensation for any loss or damage caused by the Market Owners in carrying out preliminary surveys and investigations (*section 4*)
- (e) the Market Owners to be released from existing contractual obligations, subject to payment of compensation (*section 5*)
- (f) repayment of deposit money (*section 6*).

7. Clearly the purposes of the *1890 Act* (the abandonment of the railways and street proposals) have long since been fulfilled. Similarly any claims for compensation arising under the 1890 Act will have long since been barred by passage of time. Accordingly the 1890 Act is spent and may now be repealed.

8. The *1885* and *1888* Acts are also spent. The sole purpose of the 1885 Act was to provide statutory authority for the construction of the railways and new street. The period specified in the 1885 Act for the exercise of the powers of compulsory purchase provided by that Act and for the completion of the railways and new street were extended by the 1888 Act to July 1890 and July 1892 respectively, the powers to cease altogether once those time limits passed.⁵⁴ The sole purpose of the 1888 Act was to provide for these extensions. The abandonment of the railways and new street pursuant to the 1890 Act meant that neither the 1885 nor the 1888 Act could serve any further purpose. They accordingly became spent and may now be repealed on that basis.

Extent

9. The provisions proposed for repeal had no effect outside the present day area of the London Borough of Tower Hamlets.

⁵⁴ The 1888 Act, ss 3, 4.

Consultation

10. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the City of London Corporation, the London Borough of Tower Hamlets, Transport for London, London Underground, the London Underground Railway Society and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Columbia Market Act 1885

A railway (No. 1) one furlong and 0.70 chains in length wholly in the parish of Saint Leonard Shoreditch commencing in a yard adjoining No. 30A Harwar Street and terminating in the house numbered 25 Long Street.

A railway (No. 2) 4.10 chains in length situate in the parishes of Saint Leonard Shoreditch and Saint Matthew Bethnal Green commencing in the parish of Saint Leonard Shoreditch by a junction with Railway No. 1 and terminating in the parish of Saint Matthew Bethnal Green in the house numbered 102 Hackney Road.

CORK AND FERMOY AND WATERFORD AND WEXFORD RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Cork and Fermoy and Waterford and Wexford Railway Act 1890 (53 & 54 Vict. c.ccxlii)	The whole Act.
Cork and Fermoy and Waterford and Wexford Railway (Guarantee) Act 1893 (56 & 57 Vict. c.v)	The whole Act.
Cork and Fermoy Railway (Waterford and Wexford Section Abandonment) Act 1893 (56 & 57 Vict. c.xlvi)	The whole Act.

Cork and Fermoy and Waterford and Wexford Railway Act 1890

Cork and Fermoy and Waterford and Wexford Railway (Guarantee) Act 1893

Cork and Fermoy Railway (Waterford and Wexford Section Abandonment) Act 1893

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in the counties of Waterford, Kilkenny and Wexford in what is now the Republic of Ireland. This railway project was abandoned in 1893. The railway would have been built by the *Cork and Fermoy and Waterford and Wexford Railway Company*. Two other enactments sponsored by that Company are also now proposed for repeal.

2. The construction of the railway was authorised by the *Cork and Fermoy and Waterford and Wexford Railway Act 1890* (“the 1890 Act”). The route of the railway was prescribed by section 5 of the 1890 Act and is set out in the *Annex* to this note. Only part of this railway project was abandoned in 1893. The abandoned part (“*the Waterford and Wexford section*”) were the railways 1a to 4a and 7a described in section 5 of the 1890 Act.

3. The 1890 Act incorporated *The Cork and Fermoy and Waterford and Wexford Railway Company* (“the Company”) to construct the railway.

4. The purpose of the *Cork and Fermoy Railway (Waterford and Wexford Section Abandonment) Act 1893* (“the 1893 Act”) was to authorise the abandonment of the Waterford and Wexford section of the railway construction proposals. The preamble to the 1893 Act recorded that the Company had not exercised its powers under the 1890 Act to raise money through issuing share capital or by borrowing.

5. The 1893 Act provided as follows:
- (a) short title (*section 1*)
 - (b) interpretation (*section 2*)
 - (c) incorporation of Companies Clauses Act 1863 (*section 3*)
 - (d) the Company to change its name to that of “*the Cork and Fermoy Railway Company*” (*section 4*)
 - (e) the Company to abandon the making of the Waterford and Wexford section (*section 5*)
 - (f) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 6*)
 - (g) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 7*)
 - (h) repayment of deposit money (*section 8*)
 - (i) reduction of share capital and borrowing powers (*section 9*)
 - (j) the Company empowered to continue the remainder of its railway undertaking (*section 10*)
 - (k) provision as to future Bill deposits (*section 11*)
 - (l) provision as to general Railway Acts (*section 12*)
 - (m) payment of expenses of obtaining the 1893 Act (*section 13*).

6. Clearly the main purpose of the 1893 Act (the abandonment of the proposals to construct the Waterford and Wexford section) has long since been fulfilled. Similarly any claims for compensation arising under the 1893 Act will have long since been barred by passage of time. Accordingly the 1893 Act is spent at least so far as the abandonment aspect is concerned, and its repeal on that basis would be feasible.

7. Although the 1893 Act may be repealed on the basis that it is technically spent, a further ground of repeal is that it can now have no effect within the United Kingdom. The Act was passed at a time when the whole of Ireland formed part of the United Kingdom. The establishment of the Irish Free State in 1922 has meant that the 1893 Act, whilst remaining on the statute book of the United Kingdom, no longer has any effect within the United Kingdom. Accordingly it may be repealed as unnecessary so far as the United Kingdom is concerned.

8. On this basis, two other enactments relating to the Company may also be repealed. The first of these is the 1890 Act itself. The second is the *Cork Fermoy and*

Waterford and Wexford Railway (Guarantee) Act 1893 which empowered the Company to divide up its undertaking into three separate undertakings.

Extent

9. The provisions proposed for repeal had no effect outside what is now the Republic of Ireland. They remain in force inside the Republic and their status there will not be affected by these repeal proposals.

Consultation

10. HM Treasury, the Foreign and Commonwealth Office, the Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Office of the Attorney General for the Republic of Ireland and Irish Rail have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Cork and Fermoy and Waterford
and Wexford Railway Act 1890

**CORK AND FERMOY SECTION OF UNDERTAKING SITUATED IN THE COUNTY
OF THE CITY OF CORK AND THE EAST RIDING OF THE COUNTY OF CORK**

A Railway No. 1 five furlongs nine-tenths of a chain in length or thereabouts commencing at a point in the City Park the said point being distant one hundred and sixty-seven lineal yards or thereabouts from the elevated ornamental fountain on the Marina measured in a south-westerly direction and distant eighty-three lineal yards or thereabouts from the south-western angle of the Shandon Boat House measured in a southerly direction and terminating in or near the eastern fence of the Victoria Road at the south-eastern angle formed by the junction of the New Marina Walk with the Victoria Road and distant twenty-one lineal yards or thereabouts from the south-west corner of the Old Passage Railway Terminus measured in a south-easterly direction.

A Railway No. 2 two furlongs six chains eighteen yards in length or thereabouts commencing by a junction with Railway No.1 at a point on the side of the New Marina Walk the said point being distant ninety-seven lineal yards or thereabouts from the south-eastern corner of the one o'clock gun stand or house measured a south-easterly direction and one hundred and seventy-nine lineal yards or thereabouts from the north-east corner of Mr Johnson's workshops measured in a south-easterly direction and terminating at a point in the townland of Knockrea in a field belonging or reputed to belong to the Cork Gas Consumers Company adjoining Ardsilla (House)

the said point being distant forty-five lineal yards or thereabouts from the north-east corner of Ardsilla (House) measured in an easterly direction and seventy-eight lineal yards or thereabouts from the north-east corner of Elm View (House) measured in a northerly direction.

A Railway No. 3 one furlong nine and a quarter chains in length or thereabouts commencing by a junction with the Cork Blackrock and Passage Railway at a point in the rails thereof distant about three hundred and fifty lineal yards or thereabouts from the eastern face of the foot bridge over said Cork Blackrock and Passage Railway at Victoria Road measured along the rails of the said railway in an easterly direction and terminating at the point of termination of Railway No.2 before described.

A Railway No.4 four furlongs five chains thirteen yards in length or thereabouts commencing at the point of termination of Railway No.2 before described and terminating at a point in a field adjoining the Cork and Macroom Direct Railway in the occupation of Michael Goggin said point being distant ninety lineal yards or thereabouts from the south-western corner of the Salt and Lime Works in the occupation of William Carroll measured in a south-westerly direction and ninety-three lineal yards or thereabouts from the south-east corner of the house forming the north-west angle between Spital Lane and Evergreen Road measured in a north-easterly direction.

A Railway No. 6 one furlong five chains nineteen yards in length or thereabouts commencing at a point in the townland of Knockrea in a market garden in the occupation of Kate Henarty said point being distant fifty-three lineal yards or thereabouts from the south-west corner of a public house on the Southern Road in the occupation of Ellen Buckley measured in a south-westerly direction and distant one hundred and forty-six lineal yards or thereabouts from the south-east corner of the house forming the angle of Windmill Road and High Street facing Quarry Road and terminating at a point distant one hundred and forty-six lineal yards or thereabouts from the south-east corner of Daly's public house at Turner's Cross measured in a north-easterly direction and distant one hundred and seventy-six lineal yards or thereabouts from the centre of the north parapet of the bridge carrying the Douglas Road Lower over the Cork Bandon and South Coast Railway measured in a north-easterly direction.

A Railway No.7 four furlongs three chains thirteen yards in length or thereabouts commencing at the point in the townland of Ballyphehane between the centre lines of the Cork Bandon and South Coast and the Cork and Macroom Direct Railways said point being distant one hundred lineal yards or thereabouts from the south-west face of the culvert under the Cork Bandon and South Coast Railway next the first mile post from Cork measured in a southerly direction and two hundred and fifty lineal yards or thereabouts from the south-east corner of Ballyphehane House measured in an easterly direction and terminating at the point of termination of Railway No.4 before described.

A Railway No.8 eight and a half chains in length or thereabouts commencing by a junction with the Cork and Macroom Direct Railway at a point in the rails thereof said point being distant three hundred and sixty lineal yards or thereabouts from the north-east face of the bridge carrying the public road from Evergreen to Frankfield over the Cork and Macroom Direct Railway measured along the rails of said railway in a north-easterly direction and terminating at the commencement of Railway No.7 before described.

A Railway No.9 six chains three yards in length or thereabouts commencing by a junction with the Cork Bandon and South Coast Railway at a point in the rails thereof said point being distant two hundred and thirty-seven lineal yards or thereabouts from the centre of the culvert under the Cork Bandon and South Coast Railway next the first mile post from Cork measured along the rails of said railway in a southerly direction and terminating at the commencement of Railway No.7 before described.

A Railway No.10 one mile and three yards in length or thereabouts commencing at the point of termination of Railway No.4 before described and terminating on or near the north bank of the south channel of the River Lee said point being distant sixty-seven lineal yards or thereabouts from the south side of the western abutment of the bridge carrying the Cork and Muskerry Light Railways over said south channel measured in a south-westerly direction and sixty-nine lineal yards or thereabouts from the eastern pier of main entrance gate to Erinville from the Western Road measure in a south-easterly direction.

A Railway No.11 one mile one furlong 7.04 chains in length or thereabouts commencing at the point of termination of Railway No.10 before described and terminating on the eastern frontage of Watercourse Road at a point in or near the street fence or walk of the Watercourse Distillery premises said point being distant twenty-four lineal yards or thereabouts from the south-east corner of Cottage Row measured in a south-easterly direction and thirty-six lineal yards or thereabouts from the south-east corner of the centre block of Madden's Buildings in a north-easterly direction.

A Railway No.12 twenty-four miles in length or thereabouts commencing at the point of termination of Railway No.11 before described and terminating at Fermoy by a junction with the Fermoy and Lismore Railway at a point in the rails thereof three hundred and seventy-three lineal yards or thereabouts measured along the rails of the said Fermoy and Lismore Railway in an easterly direction from the centre of the bridge carrying the said Fermoy and Lismore Railway over the mail coach road leading from Fermoy to Clonmel and Mitchlestown.

A Railway No.13 two furlongs three chains in length or thereabouts commencing by a junction with Railway No.12 at a point in a field adjoining Farran-cleary Cottage grounds on the west being distant two hundred and ninety-three lineal yards or thereabouts from the centre of the west parapet of the bridge carrying the Great Southern and Western Railway over Spring Lane measured in a south-western direction and two hundred and sixteen lineal yards or thereabouts from the west corner of the house forming the angle between Spring Lane and Dublin Street facing York Street measured in a south-eastern direction and terminating by a junction with the Great Southern and Western Railway at a point in the rails of the up line thereof distant thirty-five lineal yards or thereabouts from the centre of the bridge carrying the said Great Southern and Western Railway over Dublin Hill measured in a south-easterly direction.

WATERFORD AND WEXFORD SECTION OF UNDERTAKING SITUATED IN THE COUNTY OF THE CITY AND COUNTY OF WATERFORD AND COUNTIES OF KILKENNY AND WEXFORD

A Railway No.1A one mile five chains in length or thereabouts commencing in the townland of Gibbethill in the parish of Trinity Without in the county of Waterford by a junction with the rails of the Waterford Dungarvan and Lismore Railway at a point in the main line thereof opposite the north-east corner of the engine house or shed and distant therefrom seven yards or thereabouts measured in a north-easterly direction

such point being likewise situate two hundred and eighty-eight yards or thereabouts measured along the rails in a south-easterly direction from the centre of the road-bridge carrying over the railway the public road leading from Waterford to Gracedieu crossing the River Suir by an opening bridge and terminating in the townland of Mountmisery in the parish of Kilculliheen in the municipal borough of Waterford in the county of the city of Waterford by a junction with the rails of the Waterford and Limerick Railway Company's Goods Extension to Waterford Quay at a point in such rails situate three hundred and twelve yards or thereabouts measured in an easterly direction from the north-east corner of the toll-house at the north end of the wooden bridge spanning the River Suir at Waterford such point being likewise situate one hundred and seventy-one yards or thereabouts measured along the rails in a westerly direction from the extreme east end of the northmost siding of the Waterford and Limerick Railway Goods Extension such point being likewise distant thirty-nine yards or thereabouts measured in a northerly direction from the front or face of the quay.

A Railway No.2A seven miles seven furlongs five chains in length or thereabouts commencing in the townland of Mountmisery in the parish of Kilculliheen in the borough of Waterford by a junction with the rails of the Waterford and Limerick Railway Company's Goods Extension at the point of termination of Railway No.1A as hereinbefore described crossing the River Barrow by an opening bridge thence in an easterly direction and terminating in the townland of Dunbrody in the parish of St. James and Dunbrody in the county of Wexford at the eastmost fence of the public road leading from Duncannon to New Ross at a point in such fence situate two hundred and twenty-seven yards or thereabouts measured in an easterly direction from the north-east corner of Dunbrody Abbey such point likewise situate two hundred and twenty yards or thereabouts measured in a southerly direction from the centre of the Dunbrody Bridge carrying the public road over the River Canpile.

A Railway No.3A twenty-three miles seven furlongs two and a half chains in length or thereabouts commencing in the townland of Dunbrody in the parish of St. James and Dunbrody in the county of Wexford at the point of termination of Railway No.2A as herein-before described and terminating in the townland of Orristown in the parish of Kilmacree in the county of Wexford in the centre of the public road leading from Killinick to Wexford at a point in such road situate nine hundred and sixty-six yards or thereabouts measured in a northerly direction from the north-east corner of Killinick Church such point being likewise situate five hundred and twenty-five yards or thereabouts measured in a southerly direction from the centre of the Orristown cross roads at their point of junction.

A Railway No.4A two miles one furlong three chains in length or thereabouts commencing in the townland of Orristown in the parish of Kilmacree at the point of termination of Railway No.3A as hereinbefore described and terminating on the Wexford Harbour South Reclamation (extra parochial) by a junction with the existing Waterford and Wexford Railway at a point one hundred and fifty yards or thereabouts measured in a south-easterly direction along the said railway from the centre of the occupation level crossing leading from the warehouses at Felt House to the reclaimed lands on the eastern side of the said railway.

A Railway No.7A three miles one furlong 3.60 chains in length or thereabouts commencing in the townland of Orristown in the parish of Kilmacree at the point of termination of Railway No.3A as hereinbefore described and terminating in the townland of Walsheslough in the parish of Rosslare by a junction with the existing Waterford and Wexford Railway at a point eighty yards or thereabouts measured along the rails of such railway in a north-westerly direction from the centre of the

bridge of the public road leading from Killinick to Rosslare such point on the rail being opposite to the booking-office door of the Rosslare Station House on the aforesaid railway.

CORNWALL MINERAL AND BODMIN AND WADEBRIDGE JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
------------------	---------------------------------------

Cornwall Mineral and Bodmin and Wadebridge Junction Railway (Abandonment) Act 1878 (41 & 42 Vict. c.vii)	The whole Act.
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Cornwall Mineral and Bodmin and Wadebridge Junction Railway (Abandonment) Act 1878

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in north Cornwall between Roche and Ruthern Bridge. The railway project was abandoned in 1878.

2. The construction of the railway was authorised by the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Act 1873 (“the 1873 Act”).⁵⁵ The route of the railway was prescribed by section 5 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act incorporated a company called *The Cornwall Mineral and Bodmin and Wadebridge Junction Railway Company* (“the Company”) to construct the railway. The powers given by the 1873 Act for the construction of the railway were amended by the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Act 1876 (“the 1876 Act”).⁵⁶

4. The purpose of the *Cornwall Mineral and Bodmin and Wadebridge Junction Railway (Abandonment) Act 1878* (“the 1878 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1878 Act recorded that the Company had not exercised any of its powers under the 1873 Act in relation to the construction of the railway. Furthermore the preamble recorded that the Company had been unable to raise the necessary funds for the construction.

⁵⁵ 36 & 37 Vict. c.ccl.

⁵⁶ 39 & 40 Vict. c.ccxvi.

5. The 1878 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1873 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
 - (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1873 and the Act of 1876 respectively shall be by this Act repealed" (*section 7*)
 - (h) payment of expenses of obtaining the 1878 Act (*section 8*).
6. Clearly the purposes of the 1878 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1878 Act will have long since been barred by passage of time. Accordingly the 1878 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside north Cornwall.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Bodmin and Wenford Railway and Cornwall County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Cornwall Mineral

and Bodmin and Wadebridge Junction Railway Act 1873

A railway (No. 1), two furlongs fifteen yards in length, commencing in the parish of Roche, near the highway leading from the Victoria Inn to Roche, and terminating in the parish of Withiel by a junction with the railway No. 2 by this Act authorised.

A railway (No. 2), five miles six chains fourteen yards in length, commencing in the parish of Roche, near a lane leading from the turnpike road between Bodmin and Truro to Holywell, and terminating in the parish of Bodmin by a junction with the Bodmin and Wadebridge Railway;

which railways will be wholly situate in the county of Cornwall.

COVENTRY AND GREAT WESTERN JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Coventry and Great Western Junction Railway Act 1865 (28 & 29 Vict. c.ccxciii)	The whole Act.

Coventry and Great Western Junction Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in and around Coventry. The railway project was abandoned in 1870.
2. The construction of the railway was authorised by the *Coventry and Great Western Junction Railway Act 1865* ("the 1865 Act"). The route of the railway was prescribed by section 22 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Coventry and Great Western Junction Railway Company* ("the Company") to construct the railway.
4. The 1865 Act was passed on 5 July 1865. *Section 18* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 37* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 2 September 1870 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.⁵⁷
6. Clearly the abandonment of the railway project in 1870 made the 1865 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Coventry area.

⁵⁷ *The London Gazette*, 13 September 1870, p 4142.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Warwickshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Coventry and Great Western Junction Railway Act 1865

No.1. A Railway commencing in the Parish of the *Holy Trinity* in the City of *Coventry* near *Priory Street*, and terminating in the Parish of *Birdingbury* by a Junction with the authorized Line of the *Southam* Railway near a Field numbered 18 in that Parish on the deposited Plans of the said Railway referred to in *Southam* Railway Act, 1864.

No.2. A Railway commencing in the Parish of *Saint Michael, Coventry*, by a Junction with the Railway No. 1., in a Field known as *Town Wall Close*, and terminating in the Parish of *Holy Trinity, Coventry*, by a Junction with the *Coventry and Nuneaton* Branch of the *London and North-western* Railway near the Mile Post thereon denoting Ninety-six and a Quarter Miles from *London*.

DEAL AND DOVER RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Deal and Dover Railway Act 1865 (28 & 29 Vict. c.cxcvi)	The whole Act.

Deal and Dover Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of railways in Kent between Deal and Dover. The railway project was abandoned in 1871.
2. The construction of the railways was authorised by the *Deal and Dover Railway Act 1865* ("the 1865 Act"). The route of the railways was prescribed by section 21 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Deal and Dover Railway Company* ("the Company") to construct the railways.
4. The 1865 Act was passed on 5 July 1865. *Section 18* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 23* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 2 March 1871 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railways should be abandoned by the Company.⁵⁸
6. Clearly the abandonment of the railway project in 1871 made the 1865 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

⁵⁸ *The London Gazette*, 7 March 1871, p 1291.

Extent

7. The provisions proposed for repeal had no effect outside Kent.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Kent County Council have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Deal and Dover Railway Act 1865

Railway No.1. A Railway commencing by a Junction with the Main Line of the *London, Chatham, and Dover* Railway at or near a Point Twenty Yards or thereabouts South-eastward of a Bridge carrying the Road numbered 10 in the Parish of *Buckland* in the County of *Kent* on the deposited Parliamentary Plans of “the *East Kent* Railway (*Dover* Extension), 1855,” over the said Main Line, and terminating at the Turnpike Road leading from *Deal* to *Upper Deal* at a Point on that Road opposite to the Station of the *South-eastern* Railway in the Parish of *Deal* in the County of *Kent*.

Railway No.2. A Railway commencing by a Junction with the Main Line of the *London, Chatham, and Dover* Railway at a Point Two hundred and seventy-three Yards or thereabouts to the North-westward of the Bridge carrying such Main Line over the Road numbered 32 in the Parish of *River* in the County of *Kent* on the deposited Parliamentary Plans of “the *East Kent* Railway (*Dover* Extension), 1855,” and terminating by a Junction with the firstly herein-before described intended Railway in a Field in the Parish of *Buckland*, adjacent to and on the Eastern Side of the Road leading from the *Dover and Canterbury* Turnpike Road to *Old Park* Farm, and which Junction is also intended to be at a Point in such Field Ninety-eight Yards or thereabouts South-eastward of a Point in the Centre of such Road, distant Two hundred and Sixty Four Yards or thereabouts from the Junction of such Road with the said *Dover and Canterbury* Turnpike Road.

Railway No.3. A Railway commencing in the said Parish of *Deal* by a Junction with the intended Railway No.1 at a Point to the Southward of and distant Six hundred Yards or thereabouts from the Termination as herein-before described of the intended Railway No.1, and terminating in the said Parish of *Deal* by a Junction with the *South-eastern* Railway Company’s *Minster and Deal* Branch Railway at or near a Point on such Branch Railway distant Six hundred Yards or thereabouts from the South End of the Station Building of the *South-eastern* Railway Station at *Deal*.

EASTBOURNE SEAFORD AND NEWHAVEN RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Eastbourne Seaford and Newhaven Railway (Abandonment) Act 1892 (55 & 56 Vict. c.lxxix)	The whole Act.
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Eastbourne Seaford and Newhaven Railway (Abandonment) Act 1892

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Eastbourne, Seaford and Newhaven in East Sussex. The railway project was abandoned in 1892.

2. The construction of the railway was authorised by the Eastbourne Seaford and Newhaven Railway Act 1886 (“the 1886 Act”).⁵⁹ The route of the railway was prescribed by section 5 of the 1886 Act and is set out in the *Annex* to this note.

3. The 1886 Act incorporated a company called *The Eastbourne Seaford and Newhaven Railway Company* (“the Company”) to construct the railway. The powers given by the 1886 Act for the construction of the railway were amended by the Eastbourne Seaford and Newhaven Railway Act 1889 (“the 1889 Act”).⁶⁰

4. The purpose of the *Eastbourne Seaford and Newhaven Railway (Abandonment) Act 1892* (“the 1892 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1892 Act recorded that the Company had not exercised any of its powers under the 1886 or 1889 Acts in relation to the purchase of land, the construction of the railway or the raising of money.

5. The 1892 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

⁵⁹ 49 & 50 Vict. c.lxxii.

⁶⁰ 52 & 53 Vict. c.cv.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*sections 5 and 6*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 7*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1886 and 1889 shall be by this Act repealed" (*section 8*)
- (h) payment of expenses of obtaining the 1892 Act (*section 8*).

6. Clearly the purposes of the 1892 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1892 Act will have long since been barred by passage of time. Accordingly the 1892 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside East Sussex.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and East Sussex County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Eastbourne Seaford and Newhaven Railway Act 1886

A Railway (No. 1) 4 miles 2 furlongs 4 chains and 50 links or thereabouts in length commencing in the parish of Eastbourne by a junction with the Eastbourne branch of the Brighton Company at or near a point 58 chains or thereabouts measured along the said branch from the termination thereof at Eastbourne and 11 chains or thereabouts measured along the said branch in a northerly direction from the point where that branch crosses on the level the public footpath at Bedford Well and terminating in the parish of Eastdean at the westerly fence of a field numbered 18 on the 1/2500 Ordnance map of the said parish and at a point where the footpath from Eastdean to Summerdown joins the road leading from Eastdean to Hill Cottage by way of Willingdon Hill.

A Railway (No. 2) 5 miles 3 furlongs 4 chains and 20 links or thereabouts in length commencing by a junction with the Railway No. 1 by this Act authorised at or near the termination thereof as above described and terminating in the parish of East Blatchington by a junction with the Lewes and Seaford branch of the Brighton Company at or near a point 8 chains or thereabouts measured along the said branch in a north-westerly direction from the centre of the signal cabin at Seaford Station.

ELHAM VALLEY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Elham Valley Railway Act 1866 (29 & 30 Vict. c.cccxvi)	The whole Act.

Elham Valley Railway Act 1866

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Kent, between Canterbury and Hythe. No railway was built pursuant to this enactment, the railway project being abandoned in 1873.⁶¹
2. The construction of the railway was authorised by the *Elham Valley Railway Act 1866* ("the 1866 Act"). The route of the railway was prescribed by section 5 of the 1866 Act and is set out in the *Annex* to this note.
3. The 1866 Act incorporated a company called *The Elham Valley Railway Company* ("the Company") to construct the railway.
4. The 1866 Act was passed on 6 August 1866. *Section 40* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 41* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 30 August 1873 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.⁶² The Company itself was wound up by order of the court dated 1 August 1874.⁶³
6. Clearly the abandonment of the railway project in 1873 and the winding up of the Company in 1874 made the 1866 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

⁶¹ Subsequently a different company, the Elham Valley Light Railway Company, was granted powers (in 1881) to build a line between Folkestone and Canterbury. The company was taken over by the South Eastern Railway in 1884. The line was completed in 1889. It eventually closed in 1947.

⁶² *The London Gazette*, 5 September 1873, p 4106.

⁶³ *The London Gazette*, 11 August 1874, p 3985.

Extent

7. The provisions proposed for repeal had no effect outside Kent.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Elham Valley Railway Museum and Kent County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Elham Valley Railway Act 1866

Railway No.1. A Railway Seventeen Miles Three Furlongs Seven Chains and Seventy Links in Length, commencing in the Parish of *St. Mary Bredin* in the County of the City of *Canterbury*, by a Junction with the Main Line from *London* to *Dover* of the *London, Chatham, and Dover* Railway Company, at or near a Point on such Main Line opposite to and distant Eight Yards or thereabouts from the East End of the Locomotive Engine Shed near the *Canterbury* Station of the said *London, Chatham, and Dover* Railway, and terminating in the Parish of *Newington-next-Hythe* in the County of *Kent* in a Field or Piece of Ground lying on the East Side of and adjoining the Road leading from *Hythe* to *Fort Twiss* in the said County of *Kent*, at or near a Point distant Seven Chains or thereabouts to the North of the Bridge which carries that Road over the *Royal Military* Canal, such Distance of Seven Chains being measured from the Centre of such Bridge, which said Field or Piece of Ground belongs to *George Horne* Esquire, and is in the Occupation of Mr *Henry Scott*, which said Railway will pass from or through or into the Parishes, Townships, Extra-parochial, and other Places following, or some of them; (that is to say), *Saint Mildred*, Borough of *Longport*, *St Paul*, *Nackington*, *Saint Mary Bredin*, *Patricxbourne* or *Patricksbourne*, all in the said County of the City of *Canterbury*, and *Patricxbourne* or *Patricksbourne* aforesaid, *Nackington*, *Bridge*, *Bishopsbourne*, *Kingston*, *Barham*, *Elham*, *Lyminge*, *Newington-next-Hythe*, *Cheriton*, *Horne Street*, *Sandgate*, *Saint Leonard's*, *Hythe*, and *Seabrook*, all in the County of *Kent*.

Railway No.2. A Railway Seven Furlongs Six Chains and Sixty Links in Length, commencing in the Parish of *St. Mary Bredin* aforesaid by a Junction with the said Railway No.1 at or near a Point distant One Yard or thereabouts to the North of the South Fence of the *London, Chatham, and Dover* Railway aforesaid, and distant Ten Chains or thereabouts East of the East End of the Locomotive Engine Shed aforesaid of the *Canterbury* Station of the said *London, Chatham, and Dover* Railway, and terminating in the Parish of *St Dunstan* in the County of the City of *Canterbury* by a Junction with the *Ashford and Canterbury* Line of the *South-eastern* Railway Company, at or near a Point distant Seven Chains and Twenty Links or thereabouts from the South-west Face of the Bridge which carries the Footpath from

Harbledown in the said County of *Kent* to *Canterbury* over the said *Ashford and Canterbury* Line, such Distance being measured in a South-westerly Direction along that Line towards *Ashford*, which said Railway will pass from, or through, or into the Parishes, Townships, Extra-parochial, and any other Places following, or some of them; that is to say, *Saint Mary Bredin*, *Saint Mildred Thannington*, *Holy Cross*, *Westgate Within*, *Holy Cross*, *Westgate Without*, *Saint Peter*, *Harbledown*, and *Saint Dunstan*, all in the County of the City of *Canterbury*.

Railway No.3. A Railway Three Furlongs Four Chains and Ninety Links in Length, commencing in the said Parish of *Newington-next-Hythe* in the County of *Kent* by a Junction with the said Railway No.1 in a Field belonging to the Reverend *Tatton Brockman*, and in the Occupation of *John Hart*, at or near a Point distant One Chain and Forty Links or thereabouts from the West Fence of the same Field, measured in an Easterly Direction parallel to the South Fence of the same Field, and distant Six Chains and Forty Links or thereabouts, measured in a northerly Direction from the North-west Corner of the Blacksmith's Shop at *Newington* abutting on the public Road leading from *Etching Hill* through *Newington* to *Folkestone* in the said County of *Kent*, and belonging to the Reverend *Tatton Brockman*, and in the Occupation of *Atkins Elvey*, and terminating in the said Parish of *Newington-next-Hythe* by a Junction with the Main Line of the *South-eastern* Railway from *Redhill* to *Dover* at or near a Point distant Nine Chains and Ten Links or thereabouts from the West Face of the Bridge which carries the Road leading from the House of *Frederick Brockman* Esquire into the above-mentioned Road from *Newington* to *Folkestone*, near the *Star* Inn, such Distance of Nine Chains and Ten Links being measured in a westerly Direction, along the said *South-eastern* Railway towards *Redhill*, which said Railway will be wholly in the said Parish of *Newington-next-Hythe* in the County of *Kent*.

ELY AND BURY SAINT EDMUNDS RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Ely and Bury Saint Edmunds Railway (Abandonment) Act 1880 (43 & 44 Vict. c.xix)	The whole Act.

Ely and Bury Saint Edmunds Railway (Abandonment) Act 1880

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Ely (Cambridgeshire) and Bury St Edmunds (Suffolk). The railway project was abandoned in 1880.
2. The construction of the railway was authorised by the Ely and Bury Saint Edmunds (Light) Railway Act 1875 (“the 1875 Act”).⁶⁴ The route of the railway was prescribed by section 5 of the 1875 Act and is set out in the *Annex* to this note.
3. The 1875 Act incorporated a company called *The Ely and Bury Saint Edmunds Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Ely and Bury Saint Edmunds Railway (Abandonment) Act 1880* (“the 1880 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1880 Act recorded that no part of the railway had been constructed, and that the Company was unable to raise the necessary capital for the construction.
5. The 1880 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

⁶⁴ 38 & 39 Vict. c.cxcvi.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1875 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1880 Act (*section 8*).

6. Clearly the purposes of the 1880 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1880 Act will have long since been barred by passage of time. Accordingly the 1880 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the area between Ely and Bury St Edmunds.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Cambridgeshire County Council and Suffolk County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Ely and Bury Saint Edmunds (Light) Railway Act 1875

A railway twenty-three miles six furlongs four chains and sixty links in length, commencing in the parish of Ely Saint Mary, in the Isle of Ely and county of Cambridge, near to the Ely passenger station buildings of the Great Eastern Railway, and terminating in the parish of Timworth in the county of Suffolk by a junction with the Bury Saint Edmunds and Thetford Railway, about one hundred and fifty yards northward of the bridge carrying the road leading from Fornham All Saints to Great Barton over the last-mentioned railway.

FAREHAM AND NETLEY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Fareham and Netley Railway Act 1865 (28 & 29 Vict. c.cliii)	The whole Act.
Fareham and Netley Railway Act 1868 (31 & 32 Vict. c.clix)	The whole Act.

Fareham and Netley Railway Act 1865

Fareham and Netley Railway Act 1868

1. This note proposes the repeal of two enactments passed in connection with the construction of railways in Hampshire between Southampton and Fareham. The railway project was abandoned in 1878.
2. The construction of the railways was authorised by the Fareham and Netley Railway Act 1865 (“the 1865 Act”). The route of the railways was prescribed by section 20 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Fareham and Netley Railway Company* (“the Company”) to construct the railways. The powers given by the 1865 Act for the construction of the railways were extended by the *Fareham and Netley Railway Act 1868* (“the 1868 Act”).
4. According to the preamble to the 1865 Act, the purpose of the Act was to construct a railway to Fareham, running from the already-planned Southampton and Netley Railway.
5. The 1865 Act provided as follows:
 - (a) short title and interpretation (*section 1*)
 - (b) incorporation of the Company, its capital and powers to borrow on mortgage (*sections 4 to 10*)
 - (c) meetings of the Company and directors (*sections 11 to 15*)
 - (d) Company’s power of compulsory purchase to last only until 29 June 1867 (*section 16*)
 - (e) purchase of land by agreement for “extraordinary purposes” (*section 17*)

- (f) Company to complete construction of railways by 29 June 1869 (*section 18*)
- (g) Company's powers of construction; description of works; junctions with other railways; level crossings and bridges (*sections 19 to 28*)
- (h) security for completion of works (*section 29*)
- (i) tolls and charges (*sections 30 to 40*)
- (j) traffic arrangements; terms of user; preservation of rights (*sections 41 to 45*)
- (k) payment of interest or dividends; deposits for future Bills; railways not exempt from other legislation (*sections 46 to 48*)
- (l) payment of expenses of obtaining the 1865 Act (*section 49*).

6. *The 1868 Act* was enacted for the purpose of extending the time limits in the 1865 Act for exercising the powers of compulsory purchase of land (June 1867) and for completing the construction of the railways (June 1869). Accordingly the 1868 Act extended until 1 January 1870 the Company's compulsory purchase powers,⁶⁵ and extended until 29 June 1871 the time allowed for the completion of the railway construction.⁶⁶

7. In the event, the railway project was abandoned. On 19 March 1878 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering that the railways should be abandoned by the Company.⁶⁷ The Company itself was wound up by order of the court dated 6 April 1878.⁶⁸

8. Clearly the abandonment of the railway project made the 1865 and 1868 Acts unnecessary. Accordingly both Acts are spent and may now be repealed.

Extent

9. The provisions proposed for repeal had no effect outside Hampshire.

⁶⁵ The 1868 Act, s 3.

⁶⁶ The 1868 Act, s 4.

⁶⁷ *The London Gazette*, 19 April 1878, p 2646.

⁶⁸ *The London Gazette*, April 16 1878, p 2598.

Consultation

10. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Hampshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Fareham and Netley Railway Act 1865

Railway No. 1.—A Railway commencing by a Junction with the authorised Railway from *Southampton* to *Netley*, now in course of Construction in a Field numbered 328 A, in the Parish of *Hound* in the County of *Southampton*, on the deposited Plans of the *Southampton and Netley* Railway, 1860, and terminating by a Junction with the *Gosport* Branch of the *London and South-western* Railway near to the Booking Office of the *Fareham* Station of that Railway, which said Railway will pass by, from, through, in, or into the Parishes following, that is to say, *Hound*, *Titchfield*, and *Fareham*.

Railway No. 2.—A Railway wholly in the Parish of *Fareham*, commencing by a Junction with the said Railway No. 1. in a Field in the said Parish of *Fareham* belonging to *Thomas Burrell*, in the Occupation of *Frederick John Burrell*, and bounded on the West Side by a public Road known as *Redland's Lane*, on the North Side by Allotment Gardens belonging to Captain *Purvis*, and on the East Side by the *Gosport* Branch of the *London and South-western* Railway, and terminating by a Junction with the *Portsmouth* Branch of the *London and South-western* Railway at a Point about Five Hundred and fifty Yards or thereabouts from the *Fareham* Station of that Railway, measured in a South-easterly Direction along the said *Portsmouth* Branch Railway.

Railway No. 3.—A Railway wholly in the Parish of *Fareham*, commencing by a Junction with the said Railway No. 1. in a Field in the Parish of *Fareham* belonging to Representatives of the late *James Fitchett Burrell*, namely, *James Fitchett Burrell*, *William Bracher Gater*, and *Thomas Hewett*, in the Occupation of *George Webb*, and bounded on the North by a Field belonging to Captain *Purvis*, and terminating by a Junction with the *Gosport* Branch of the *London and South-western* Railway at a Point about Seven Hundred Yards or thereabouts from the said *Fareham* Station, measured in a Southerly Direction along the said *Gosport* Branch Railway, and near to a public Road Bridge which carries *Redland's Lane* under the said Railway.

FAREHAM RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Fareham Railway Abandonment Act 1877 (40 & 41 Vict. c.xli)	The whole Act.

Fareham Railway Abandonment Act 1877

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Hampshire between Fareham and Hill Head harbour. The railway project was abandoned in 1877.
2. The construction of the railway was authorised by the Fareham Railway Act 1874 (“the 1874 Act”).⁶⁹ The route of the railway was prescribed by section 5 of the 1874 Act and is set out in the *Annex* to this note.
3. The 1874 Act incorporated a company called *The Fareham Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Fareham Railway Abandonment Act 1877* (“the 1877 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1877 Act recorded that the Company had not exercised any of its powers under the 1874 Act in relation to the construction of the railway. The Company had been unable to raise the necessary funds.
5. The 1877 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

⁶⁹ 37 & 38 Vict. c.cxcvii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist, and the Act of 1874 shall be repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1877 Act (*section 8*).

6. Clearly the purposes of the 1877 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1877 Act will have long since been barred by passage of time. Accordingly the 1877 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Hampshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Hampshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Fareham Railway Act 1874

A railway 3 miles 3 furlongs and 1 chain in length, commencing in the parish of Fareham, in the county of Southampton, by a junction with the railway of the South-western Company, at a point thereon 40 chains, measured in a southerly direction along the South-western Railway, from the south side of the Fareham Station, and terminating in the bed of the sea, below low-water mark, near a point 500 yards or thereabouts, measured in a south-westerly direction, from the south and east angles of the bridge carrying the road over the flood gates at Hill Head for the protection of Titchfield Haven.

FELIXSTOWE AND BAWDSEY FERRY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Felixstowe and Bawdsey Ferry Railway (Abandonment) Act 1892 (55 & 56 Vict. c.xvi)	The whole Act.

Felixstowe and Bawdsey Ferry Railway (Abandonment) Act 1892

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Suffolk, between Felixstowe and Felixstowe Ferry. The railway project was abandoned in 1892.
2. The construction of the railway was authorised by the Felixstowe and Bawdsey Ferry Railway Act 1887 (“the 1887 Act”).⁷⁰ The route of the railway was prescribed by section 5 of the 1887 Act and is set out in the *Annex* to this note.
3. The 1887 Act incorporated a company called *The Felixstowe and Bawdsey Ferry Railway Company* (“the Company”) to construct the railway. The powers given by the 1887 Act for the construction of the railway were extended by the Felixstowe and Bawdsey Ferry Railway (Extension of Time) Act 1890.⁷¹
4. The purpose of the Felixstowe and Bawdsey Ferry Railway (Abandonment) Act 1892 (“the 1892 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1892 Act recorded that the Company had not exercised any of its powers under the 1887 Act in relation to the taking of land for, and the construction of, the railway.
5. The 1892 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

⁷⁰ 50 & 51 Vict. c.xxvi

⁷¹ 53 & 54 Vict. c.xxxv.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1887 and all other Acts relating to the Company shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1892 Act (*section 8*).

6. Clearly the purposes of the 1892 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1892 Act will have long since been barred by passage of time. Accordingly the 1892 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Felixstowe area of Suffolk.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Suffolk County Council have been consulted about these repeal proposals.

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Railway authorised by the Felixstowe and Bawdsey Ferry Railway Act 1887

- (i.) A Railway (No. 1) 3 miles and 9 chains in length situate wholly in the county of Suffolk commencing in the parish of Walton by a junction with the Felixstowe Railway and terminating near high water mark on the western side of the river Deben in the parish of Felixstowe.
- (ii.) A Railway (No. 2) 2 furlongs and 7 chains in length situate wholly in the parish of Walton in the county of Suffolk commencing by a junction with the Felixstowe Railway and terminating by a junction with Railway (No. 1).

FRESHWATER, YARMOUTH, AND NEWPORT RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Freshwater, Yarmouth, and Newport Railway (Abandonment) Act 1877 (40 & 41 Vict. c.cv)	The whole Act.

Freshwater, Yarmouth, and Newport Railway (Abandonment) Act 1877

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway on the Isle of Wight between Freshwater, Yarmouth and Newport. The railway project was abandoned in 1877.

2. The construction of the railway (and an approach road) was authorised by the Freshwater, Yarmouth, and Newport Railway Act 1873 (“the 1873 Act”).⁷² The route of the railway (and approach road) was prescribed by section 5 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act incorporated a company called *The Freshwater, Yarmouth, and Newport Railway Company* (“the Company”) to construct the railway (and approach road).

4. The purpose of the *Freshwater, Yarmouth, and Newport Railway (Abandonment) Act 1877* (“the 1877 Act”) was to authorise the abandonment of the railway construction and approach road proposals and the dissolution of the Company. The preamble to the 1877 Act recorded that the Company had not exercised any of its powers under the 1877 Act in relation to the construction of the railway or approach road. The funds of the Company were wholly insufficient for the purpose.

5. The 1877 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway and approach road (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

⁷² 36 & 37 Vict. c.cxxxvi.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist, and the Act of 1873 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1877 Act (*section 8*).

6. Clearly the purposes of the 1877 Act (the abandonment of the railway/ approach road proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1877 Act will have long since been barred by passage of time. Accordingly the 1877 Act is spent and may now be repealed.

7. In July 1880 a new company was incorporated to build a railway on the Isle of Wight. Also known as the Freshwater, Yarmouth and Newport Railway Company, this company was authorised by the Freshwater, Yarmouth, and Newport Railway Act 1880⁷³ to build a 12-mile railway west from Newport. The line opened in 1888 for goods and the following year for passengers. The line was absorbed by the Southern Railway in 1923. The repeal proposals in this note do not affect this second railway in any way.

Extent

8. The provisions proposed for repeal had no effect outside the Isle of Wight.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and the Isle of Wight Council have been consulted about these repeal proposals.

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⁷³ 43 & 44 Vict. c.clxxxvi.

ANNEX

Railway authorised by the Freshwater, Yarmouth, and Newport Railway Act 1873

Railway No. 1. A railway 1 mile 7 furlongs 7 chains in length, commencing in the parish of Freshwater on the eastern side of the high road leading from Freshwater Church to Freshwater Gate, and terminating in the parish of Yarmouth by a junction with Railway No. 2, herein-after described.

Railway No. 2. A railway 9 miles 3 furlongs 9 chains in length, commencing in the parish of Yarmouth by a junction with the railway authorised by "The Yarmouth and Ventnor Railway, Tramway, and Pier (Deviations) Act, 1872," and terminating in the parish of Carisbrook by a junction with the Newport Railway.

A road in the parishes of Newport and Carisbrook, commencing by a junction with Sea Street and terminating at or near the north-west end of the bridge carrying the road approach to the Newport Railway Station over the Lukely river or brook in the direction of Holyrood Street.

GREAT NORTHERN RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Great Northern Railway (Barnet Branch Abandonment) Act 1866 (29 & 30 Vict. c.clxvi)	The whole Act.

Great Northern Railway (Barnet Branch Abandonment) Act 1866

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in the Barnet area of north London/ south Hertfordshire. The railway project was abandoned in 1866.
2. The construction of the railway was authorised by the Great Northern Railway Act (No. 1) 1864 (“the 1864 Act”).⁷⁴ The route of the railway was prescribed by section 4 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act authorised *The Great Northern Railway Company* (“the Company”) to construct the railway and other works.
4. The purpose of the *Great Northern Railway (Barnet Branch Abandonment) Act 1866* (“the 1866 Act”) was to authorise the abandonment of the railway construction proposals. The preamble to the 1866 Act recorded that the construction of the railway had been rendered unnecessary because of plans by the Edgware, Highgate and London Railway Company to extend its railway to Barnet.
5. The 1866 Act provided as follows:
 - (a) short title and interpretation (*sections 1 and 2*)
 - (b) the Company to abandon the making of the railway and other works authorised by the 1864 Act (*section 3*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 4*)
 - (d) compensation to be paid in respect of non-fulfilment of existing contractual obligations (*section 5*)

⁷⁴ 27 & 28 Vict. c.cci.

- (e) deposits for future Bills not to be paid out of capital (*section 6*)
- (f) railways of the Company not exempt from other legislation (*section 7*)
- (g) payment of expenses of obtaining the 1866 Act (*section 8*).

6. Clearly the purposes of the 1866 Act (the abandonment of the railway proposals) have long since been fulfilled. Similarly any claims for compensation arising under the 1866 Act will have long since been barred by passage of time. Accordingly the 1866 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the area that is now the London Borough of Barnet.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and the London Borough of Barnet have been consulted about these repeal proposals.

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Railway authorised by the Great Northern Railway Act 1864

The Railway shall commence by a Junction with the *Great Northern* Railway in the Parish of *East Barnet* in *Hertfordshire*, and terminate in the Parish of *Monken Hadley* in *Middlesex*, near the Back of the *Salisbury Arms* Inn in *Chipping Barnet*. Provided that, instead of the present Footpath along the Bottom of the Railway Embankment on the West Side thereof in the Parishes of *Monken Hadley* and *East Barnet* respectively, over which Footpath the Works hereby authorised will be constructed, the Company shall construct and maintain a Footpath to the *Barnet* Station, Three Feet in Width, along the Bottom of the Railway Embankment on the East Side thereof and on the Inside of the Railway Fence. The Railway will be entirely in the Three Parishes of *East Barnet* and *Chipping Barnet* in *Hertfordshire* and *Monken Hadley* in *Middlesex*.

GREAT WESTERN AND GREAT NORTHERN JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Great Western and Great Northern Junction Railway (Abandonment) Act 1891 (54 & 55 Vict. c.cxx)	The whole Act.

Great Western and Great Northern Junction Railway (Abandonment) Act 1891

1. This note proposes the repeal of an enactment passed to abandon the construction of railways around the northern and western outskirts of Greater London. The railway project was abandoned in 1891.

2. The construction of the railways was authorised by the Great Western and Great Northern Junction Railway Act 1888 (“the 1888 Act”).⁷⁵ The route of the railways was prescribed by section 5 of the 1888 Act and is set out in the *Annex* to this note.

3. The 1888 Act incorporated a company called *The Great Western and Great Northern Junction Railway Company* (“the Company”) to construct the railways.

4. The purpose of the Great Western and Great Northern Junction Railway (Abandonment) Act 1891 (“the 1891 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1891 Act recorded that the Company had not exercised any of its powers under the 1888 Act in relation to the purchase of land or the construction of the railways.

5. The 1891 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railways authorised by the 1888 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

⁷⁵ 51 & 52 Vict. c.cci.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1888 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1891 Act (*section 8*).

6. Clearly the purposes of the 1891 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1891 Act will have long since been barred by passage of time. Accordingly the 1891 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had effect only around the northern and western outskirts of the Greater London area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Boroughs of Harrow, Hillingdon and Barnet, Transport for London, London Underground and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Great Western and Great Northern Junction Railway Act 1888

- (1) A railway (No. 1) three furlongs five chains and eight links in length wholly in the parish of Hayes commencing at a point on the footpath known as Church Path which runs through a field numbered 149 upon the twenty-five-inch Ordnance map distant ninety yards or thereabouts from the centre of the main broad gauge lines of the Great Western Railway Company measured in a northern direction along that footpath and terminating by a junction with Railway No. 4 at the commencement thereof as herein-after described.
- (2) A railway (No. 2) one furlong seven chains and twenty links in length wholly in the parish of Hayes commencing by a junction with the main line of the Great Western Railway at a point distant six hundred and sixty yards or thereabouts measured in an easterly direction along that railway from the bridge carrying the road known as South Road leading from Southall Green to Southall over that railway and terminating by a junction with Railway No. 4 at the commencement thereof as herein-after described.
- (3) A railway (No. 3) two furlongs and eight chains in length wholly in the parish of Hayes commencing by a junction with the main line of the Great Western Railway at or near the occupation bridge communicating between the fields numbered respectively 185 and 259 upon the twenty-five-inch Ordnance map and terminating by a junction with the intended Railway No. 4 on the south side of the road from Southall to London numbered 175 on the said Ordnance map and at or near the north-east corner of the field numbered 178 on the same map.
- (4) A railway (No. 4) six miles four furlongs and sixty links in length commencing in the parish of Hayes at a point in the field numbered 178 upon the twenty-five-inch Ordnance map distant forty yards or thereabouts from the eastern fence of that field and two hundred and thirty yards or thereabouts from the north-eastern corner of the same field and terminating in the parish of Harrow-on-the-Hill on the boundary between the fields numbered respectively 441 and 471 upon the said Ordnance map at a point distant twenty-five yards or thereabouts measured along that boundary from the eastern end thereof.
- (5) A railway (No. 5) (described on the deposited plans and sections as Railway No. 6) two miles five furlongs two chains and eighty links in length commencing in the parish of Harrow-on-the-Hill by a junction with Railway No. 4 at the termination thereof as therein-after described and terminating in the parish of Edgware by a junction with the Edgware Highgate and London branch of the Great Northern Railway at or near the bridge carrying that branch over Deans Brook.

GUISELEY YEADON AND HEADINGLEY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Leeds and Yeadon Railway Act 1891 (54 & 55 Vict. c.cxcviii)	The whole Act.
Guiseley Yeadon and Headingley Railway (Abandonment) Act 1893 (56 & 57 Vict. c.xxiv)	The whole Act.

Leeds and Yeadon Railway Act 1891/ Guiseley Yeadon and Headingley Railway (Abandonment) Act 1893

1. This note proposes the repeal of (1) an enactment passed to authorise the Guiseley Yeadon and Rawdon Railway Company to extend their railway from Rawdon to Headingley in West Yorkshire and (2) an enactment passed to abandon that railway. The railway project was abandoned in 1893.

2. The construction of the railway was authorised by the Leeds and Yeadon Railway Act 1891 (“the 1891 Act”). The route of the railway was prescribed by section 4 of the 1891 Act and is set out in the *Annex* to this note.

3. The 1891 Act authorised a company called *The Guiseley Yeadon and Headingley Railway Company* (“the Company”) to construct the railway.⁷⁶ The powers given to the Company to construct the railway would cease five years after the passing of the Act on 5 August 1891.⁷⁷

4. The purpose of the *Guiseley Yeadon and Headingley Railway (Abandonment) Act 1893* (“the 1893 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1893 Act recorded that the Company had not exercised any of its powers under the 1891 Act in relation to the purchase of land, the construction of the railway or the raising of finance.

⁷⁶ The Company had been incorporated by the Guiseley Yeadon and Rawdon Railway Act 1885 under the name of The Guiseley Yeadon and Rawdon Railway Company. The name of the Company was changed to the Guiseley Yeadon and Headingley Railway Company by the 1891 Act, s 27.

⁷⁷ the 1891 Act, s 14.

5. The 1893 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1891 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*sections 5 and 6*)
 - (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 7*)
 - (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved" (*section 8*)
 - (h) payment of expenses of obtaining the 1893 Act (*section 9*).

6. Both the 1891 and 1893 Acts are now spent. As stated above, the powers given to the Company by the 1891 Act to construct the railway were due to expire in 1896 (ie five years after the passing of the 1891 Act). In the event, however, the 1893 Act terminated those powers by requiring the Company to abandon the construction. Moreover the purposes of the 1893 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1893 Act will have long since been barred by passage of time. Accordingly both the 1891 and the 1893 Acts are spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside West Yorkshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Leeds City Council and West Yorkshire Passenger Transport Executive have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Leeds and Yeadon Railway Act 1891

- (1.) A railway (No. 1) 4 miles 1 furlong 8.50 chains in length commencing in the township of Rawdon in the parish of Guiseley by a junction with the railway described in and authorised by the Guiseley Yeadon and Rawdon Railway Act 1885 at the termination thereof shown on the plans referred to in the said Act as “the deposited plans” and terminating in the township of Headingley-cum-Burley in the parish of Leeds by a junction with the railway of the North-eastern Railway Company at a point distant three hundred and eight yards or thereabouts measured along that railway in a south-easterly direction from the distance post thereon indicating four miles from Leeds.
- (2.) A railway (No. 2) 5 furlongs 0.28 chains in length wholly in the said township of Headingley-cum-Burley commencing by a junction with Railway No. 1 before described at a point two hundred and fifty yards or there thereabouts measured in a north-westerly-by-westerly direction from the south-west corner of the brick-kiln belonging or reputed to belong to Messrs. Whittaker Brothers and terminating by a junction with the railway of the North-eastern Railway Company at a point distant sixty-six yards or thereabouts measured along that railway in a north-westerly direction from the north-west abutment of Spen Lane Bridge.

HADLOW RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Hadlow Railway Act 1863 (26 & 27 Vict. c.ccxvi)	The whole Act.

Hadlow Railway Act 1863

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Kent, between Hadlow and Ightham. The railway project was abandoned in 1876.
2. The construction of the railway was authorised by the *Hadlow Railway Act 1863* ("the 1863 Act"). The route of the railway was prescribed by section 17 of the 1863 Act and is set out in the *Annex* to this note.
3. The 1863 Act incorporated a company called *The Hadlow Railway Company* ("the Company") to construct the railway.
4. The 1863 Act was passed on 28 July 1863. *Section 20* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 21* provided that the powers granted to the Company by the Act to make the railway were to last for only 4 years from that date.
5. In the event, the railway project was abandoned. On 28 April 1876 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.⁷⁸ The Company itself was wound up by order of the court dated 20 September 1879.
6. Clearly the abandonment of the railway project in 1876 and the winding up of the Company in 1879 made the 1863 Act unnecessary. Accordingly this Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Kent.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Kent County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Hadlow Railway Act 1863

A Railway commencing in a Cherry Orchard in the Occupation of Messieurs *Kenward* and *Barnett*, at a Point about Forty Yards from the West Front of the *Hadlow* National Schools in the Parish of *Hadlow* in the County of *Kent*, and terminating by a Junction with the *Sevenoaks, Maidstone, and Tunbridge* Railway in the Parish of *Ightham* in the said County of *Kent*, at a Point on the East Side of the Turnpike Road leading from the Village of *Ightham* to *Ightham Court*, where the said *Sevenoaks, Maidstone, and Tunbridge* Railway crosses the said Turnpike Road, which said intended Railway and other Works will pass from, through, or into, or be situate within the several Parishes, Townships, Townlands, and extra-parochial or other Places following, or some of them; (that is to say), *Hadlow, West Peckham, Shipbourne, Wrotham, and Ightham*, all in the said County of *Kent*.

⁷⁸ *The London Gazette*, 19 May 1876, p 3048.

HARROW AND RICKMANSWORTH RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Harrow and Rickmansworth Railway (Abandonment) Act 1877 (40 & 41 Vict. c.cxxxii)	The whole Act.

Harrow and Rickmansworth Railway (Abandonment) Act 1877

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway from Rickmansworth (Hertfordshire) to Harrow on the Hill (Middlesex). The railway project was abandoned in 1877.
2. The construction of the railway was authorised by the Harrow and Rickmansworth Railway Act 1874 (“the 1874 Act”).⁷⁹ The route of the railway was prescribed by section 5 of the 1874 Act and is set out in the *Annex* to this note.
3. The 1874 Act incorporated a company called *The Harrow and Rickmansworth Railway Company* (“the Company”) to construct the railway.
4. The purpose of the Harrow and Rickmansworth Railway (Abandonment) Act 1877 (“the 1877 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1877 Act recorded that the Company had not exercised any of its powers under the 1874 Act in relation to the construction of the railway, and had been unable to raise the funds required for the construction.
5. The 1877 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1874 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)

⁷⁹ 37 & 38 Vict. c.clxxxvii.

- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1874 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1877 Act (*section 8*).

6. Clearly the purposes of the 1877 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1877 Act will have long since been barred by passage of time. Accordingly the 1877 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Rickmansworth to Harrow area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Borough of Harrow, Transport for London, London Underground, the London Underground Railway Society and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Harrow and Rickmansworth Railway Act 1874

A railway seven miles three furlongs and nine yards in length, commencing in the parish of Rickmansworth, in the county of Hertford, by a junction with the railway No. 2 authorised by “The London and Aylesbury Railway Act, 1871,” and terminating in the parish of Harrow-on-the-Hill, in the county of Middlesex, on the south side of the public road from Harrow to Pinner, near the Roxborough Tavern.

HARROW, EDGWARE, AND LONDON RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Harrow, Edgware, and London Railway (Abandonment) Act 1874 (37 & 38 Vict. c.cvi)	The whole Act.

Harrow, Edgware, and London Railway (Abandonment) Act 1874

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in north London. The railway project was abandoned in 1874.
2. The construction of the railway was authorised by the Harrow, Edgware, and London Railway Act 1869 (“the 1869 Act”).⁸⁰ The route of the railway was prescribed by section 5 of the 1869 Act and is set out in the *Annex* to this note.
3. The 1869 Act incorporated a company called *The Harrow, Edgware, and London Railway Company* (“the Company”) to construct the railway. The railway would have extended the Edgware, Highgate and London Railway to Harrow. The powers given by the 1869 Act for the construction of the railway were amended by the Harrow, Edgware, and London Railway Act 1871.⁸¹
4. The purpose of the *Harrow, Edgware, and London Railway (Abandonment) Act 1874* (“the 1874 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1874 Act recorded that no steps had been taken towards the construction of the railway or the purchase of land for the railway.
5. The 1874 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1869 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

⁸⁰ 32 & 33 Vict. c.lxix.

⁸¹ 34 & 35 Vict. c.cxciv.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Act of 1869, and the Harrow, Edgware and London Railway Act 1871 shall be by this Act wholly repealed, and the Company shall be dissolved" (*section 6*).

6. Clearly the purposes of the 1874 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1874 Act will have long since been barred by passage of time. Accordingly the 1874 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had effect only in an area that is today in north London.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Boroughs of Harrow and Barnet, Transport for London, London Underground, the London Underground Railway Society and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Harrow, Edgware, and London Railway Act 1869

The railway hereinbefore referred to, and authorised by this Act, will be wholly situate in the county of Middlesex, and is a railway three miles six furlongs and three chains in length, commencing by a junction with the Edgware, Highgate, and London Railway near the termination of that railway, and terminating at Harrow on the Hill.

HASTINGS HARBOUR DISTRICT RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Hastings Harbour District Railway (Abandonment) Act 1905 (2 Edw.7 c.xxiv)	The whole Act.
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Hastings Harbour District Railway (Abandonment) Act 1905

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway (and other works) in and near the town of Hastings in Sussex. The railway (and other works) project was abandoned in 1905.

2. The construction of the railway was authorised by the Hastings Harbour District Railway Act 1897 ("the 1897 Act").⁸² The route of the railway was prescribed by section 5 of the 1897 Act and is set out in the *Annex* to this note.

3. The 1897 Act incorporated a company called *The Hastings Harbour District Railway Company* ("the Company") to construct the railway. The powers given by the 1897 Act for the compulsory purchase of land and for the completion of the construction works were extended by the Hastings Harbour District Railway (Extension of Time) Act 1902 ("the 1902 Act").⁸³ The Hastings Harbour District Railway Act 1903 ("the 1903 Act")⁸⁴ varied the proposals contained in the 1897 Act for constructing the railway.

4. The purpose of the *Hastings Harbour District Railway (Abandonment) Act 1905* ("the 1905 Act") was to authorise the abandonment of the railway construction (and other works) proposals and the dissolution of the Company. The preamble to the 1905 Act recorded that the Company had not exercised any of its powers under the 1897 Act in relation to the purchase of land and the making of the railway.

5. The 1905 Act provided as follows:

(a) short title (*section 1*)

(b) the Company to abandon the making of the railway and other works authorised by the 1897 Act (*section 2*)

⁸² 60 & 61 Vict. c.cci.

⁸³ 2 Edw.7 c.ccxxi.

⁸⁴ 3 Edw.7 c.ccxl.

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1897 [the 1902 Act] and the Act of 1903 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1905 Act (*section 8*).

6. Clearly the purposes of the 1905 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1905 Act will have long since been barred by passage of time. Accordingly the 1905 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Hastings area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, East Sussex County Council and Hastings Borough Council have been consulted about these repeal proposals.

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ANNEX

Railway and other works authorised by the Hastings Harbour District Railway Act 1897

- (1) A Railway (No. 1) one mile seven furlongs eight chains and sixty links or thereabouts in length commencing in the parish of Saint Clement on the foreshore fronting the Old Town of Hastings at a point thirty-five yards or thereabouts measured in a southerly direction from the fish market and terminating by a junction with the Hastings to Ashford Branch Railway of the South Eastern Railway Company in the parish of Ore at a point about one hundred and sixty-five yards south-west of the south entrance to the Ore tunnel.
- (2) A Railway (No. 2) one mile seven furlongs one chain and ten links or thereabouts in length commencing in the parish of Ore at the termination of Railway No.1 before described and terminating at Silverhill in the parish of Saint Matthew Hastings at a point about seventy yards north-west of the north-western corner of the Upper Shornden reservoir.
- (3) A Railway (No. 3) four furlongs four chains and fifteen links or thereabouts in length commencing in the parish of Saint Mary-in-the-Castle by a junction with the said branch railway of the South Eastern Railway Company at a point about two hundred and seventy yards south-west of the southern entrance to the Mount Pleasant Tunnel and terminating by a junction with Railway No. 2 before described in the parish of Ore at a point about eighty-three yards south of the rectory in Elphinstone Road.
- (4) A Railway (No. 4) one mile two furlongs seven chains and eighty links or thereabouts in length commencing at the termination of Railway No. 2 before described and terminating in the parish of Hollington by a junction with the Tonbridge and Hastings Branch Railway of the South Eastern Railway Company at a point nine hundred and seventeen yards or thereabouts south-east of the bridge crossing the South Eastern Railway at Wilting Farm.
- (5) A Railway (No. 5) three furlongs and fifty-five links or thereabouts in length commencing in the said parish of Hollington by a junction with Railway No. 4 at a point three hundred and seventy-three yards or thereabouts west of Fernside House Saint Leonard's Green and terminating in the said parish of Hollington by a junction with the said Tonbridge and Hastings Branch Railway at a point three hundred and forty yards or thereabouts to the south of the bridge crossing the said railway near the Hollington Stream.
- (6) A parade or roadway and sea-wall in the parishes of All Saints Hastings and Fairlight commencing on the east side of the No. 1 stone groyne eastward of the Hastings Harbour Works at a point thirty yards or thereabouts to the south of the apron wall of the said groyne and terminating at the south entrance to the Ecclesbourne Glen at a point about eighty yards south-east of the coastguard station.

HELSTON AND PENRYN JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Helston and Penryn Junction Railway Act 1864 (27 & 28 Vict. c.cxcvii)	The whole Act.

Helston and Penryn Junction Railway Act 1864

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Cornwall. The railway project was abandoned in 1868.
2. The construction of the railway was authorised by the *Helston and Penryn Junction Railway Act 1864* ("the 1864 Act"). The route of the railway was prescribed by section 19 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act incorporated a company called *The Helston and Penryn Junction Railway Company* ("the Company") to construct the railway.
4. The 1864 Act was passed on 14 July 1864. *Section 22* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 23* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 2 April 1868 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.⁸⁵ The Company itself was wound up by order of the court dated 22 June 1869.⁸⁶
6. Clearly the abandonment of the railway project in 1868 and the winding up of the Company in 1869 made the 1864 Act unnecessary. Accordingly this Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Cornwall.

⁸⁵ *The London Gazette*, 21 April 1868, p 2309.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cornwall County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Helston and Penryn Junction Railway Act 1864

A Railway to commence in the Parish and Borough of *Helston* in the County of *Cornwall*, and to terminate by a Junction with the *Cornwall* Railway in the Borough of *Penryn* and Parish of *Saint Gluvias* in the County of *Cornwall*.

⁸⁶ *The London Gazette*, 29 June 1869, p 3698.

HOLSWORTHY AND BUDE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Holsworthy and Bude Railway (Abandonment) Act 1892 (55 & 56 Vict. c.xx)	The whole Act.

Holsworthy and Bude Railway (Abandonment) Act 1892

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway from Holsworthy (Devon) to Bude (Cornwall). The railway project was abandoned in 1892.
2. The construction of the railway was authorised by the Holsworthy and Bude Railway Act 1883 ("the 1883 Act").⁸⁷ The route of the railway was prescribed by section 5 of the 1883 Act and is set out in the *Annex* to this note.
3. The 1883 Act incorporated a company called *The Holsworthy and Bude Railway Company* ("the Company") to construct the railway. The powers given by the 1883 Act for the construction of the railway were extended by the Holsworthy and Bude Railway Act 1888⁸⁸ and by the Holsworthy and Bude Railway Act 1890.⁸⁹
4. The purpose of the *Holsworthy and Bude Railway (Abandonment) Act 1892* ("the 1892 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1892 Act recorded that the Company had not exercised any of its powers in relation to the purchase of land for, and the construction of, the railway. Nor had any of the capital authorised by the 1883 Act been raised.
5. The 1892 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1883 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

⁸⁷ 46 & 47 Vict. c.ccii.

⁸⁸ 51 & 52 Vict. c.xxii.

⁸⁹ 53 & 54 Vict. c.v.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1883 1888 and 1890 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1892 Act (*section 8*).

6. Clearly the purposes of the 1892 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1892 Act will have long since been barred by passage of time. Accordingly the 1892 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the areas between Holsworthy (Devon) and Bude (Cornwall).

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Devon County Council and Cornwall County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Holsworthy and Bude Railway Act 1883

A railway nine miles three furlongs and two and a half chains in length commencing in the parish of Holsworthy in the county of Devon and in the station premises of the Okehampton and Holsworthy Railway at a point one chain or thereabouts distant from the western extremity of such Railway and terminating at or near Bude in the parish of Stratton in the county of Cornwall in a garden of which Sir Thomas Dyke Acland is the owner or reputed owner and Oliver Davy the occupier.

ILFRACOMBE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Ilfracombe Railway
(Abandonment) Act 1868
(31 & 32 Vict. c.lxxi)

The whole Act.

Ilfracombe Railway (Abandonment) Act 1868

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway (and tramway) in Devon between Bishop's Tawton and Ilfracombe. The railway (and tramway) project was abandoned in 1868.

2. The construction of the railway (and tramway) was authorised by the Ilfracombe Railway Act 1864 ("the 1864 Act").⁹⁰ The route of the railway (and tramway) was prescribed by section 36 of the 1864 Act and is set out in the *Annex* to this note.

3. The 1864 Act incorporated a company called *The Ilfracombe Railway Company* ("the Company") to construct the railway. The powers given by the 1864 Act for the construction of the railway were amended by the Ilfracombe Railway Act 1865 ("the 1865 Act").⁹¹

4. The purpose of the *Ilfracombe Railway (Abandonment) Act 1868* ("the 1868 Act") was to authorise the abandonment of the railway (and tramway) construction proposals and the dissolution of the Company. The preamble to the 1868 Act attributed the failure of the enterprise to the lack of financial support that had been expected to come from the Devon and Somerset Railway Company.

5. The 1868 Act provided as follows:

- (a) short title (*section 1*)
- (b) interpretation (*section 2*)
- (c) the Company to abandon the making of the railway (and tramway) (*section 3*)
- (d) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 4*)

⁹⁰ 27 & 28 Vict. c.cclxxii.

- (e) compensation to be paid in respect of non-fulfilment of existing contractual obligations (*section 5*)
- (f) repeal of section 43 of the 1864 Act (bond for completion of railway) (*section 6*)
- (g) repayment of deposit money (*section 7*)
- (h) the Company to proceed immediately to wind up its affairs and settle debts (*section 8*)
- (i) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Act of 1864 and the Act of 1865 respectively shall be by this Act repealed, and the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist" (*section 9*)
- (j) acts of Company's directors deemed valid; arrangements for Devon and Somerset Railway Company to contribute towards debts (*sections 10 to 12*)
- (k) transitional arrangements for existing legal actions (*section 13*)
- (l) payment of expenses of obtaining the 1868 Act (*section 14*).

6. Clearly the purposes of the 1868 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1868 Act will have long since been barred by passage of time. Accordingly the 1868 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Devon.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Devon County Council have been consulted about these repeal proposals.

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⁹¹ 28 & 29 Vict. c.lxxi.

ANNEX

Railway authorised by the Ilfracombe Railway Act 1864

- (A.) A Railway commencing in the Parish of *Bishop's Tawton* in the County of *Devon* by a Junction with the *North Devon* Railway, and terminating in the Parish of *Ilfracombe* in that County.
- (B.) A Tramway, No. 1, wholly in the Parish of *Ilfracombe*, commencing by a Junction with the Railway (A), and terminating in Land abutting on the Harbour of *Ilfracombe*.

ISLE OF AXHOLME RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Isle of Axholme Railway (Abandonment) Act 1888 (51 & 52 Vict. c.viii)	The whole Act.

Isle of Axholme Railway (Abandonment) Act 1888

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway from Haxey to Crowle in Lincolnshire. The railway project was abandoned in 1888.

2. The construction of the railway was authorised by the Isle of Axholme Railway Act 1885 (“the 1885 Act”).⁹² The route of the railway was prescribed by section 5 of the 1885 Act and is set out in the *Annex* to this note.

3. The 1885 Act incorporated a company called *The Isle of Axholme Railway Company* (“the Company”) to construct the railway.

4. The purpose of the *Isle of Axholme Railway (Abandonment) Act 1888* (“the 1888 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1888 Act recorded that the Company had not exercised any of its powers under the 1885 Act in relation to the purchase of land and the construction of the railway.

5. The 1888 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

⁹² 48 & 49 Vict. c.liv.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1885 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1888 Act (*section 8*).

6. Clearly the purposes of the 1888 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1888 Act will have long since been barred by passage of time. Accordingly the 1888 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Lincolnshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Lincolnshire County Council have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Isle of Axholme Railway Act 1885

Railway (No. 1.) 6 miles 6 furlongs and 9.25 chains in length commencing in the parish of Haxey in the county of Lincoln (parts of Lindsey) by a junction with the joint line of the Great Northern and Great Eastern Railway (Doncaster and Gainsboro' Line) near the Haxey Station and terminating in the parish of Belton in the said county at the south side of the public highway leading from Grey Green to Westgate.

Railway (No. 2.) 2 miles 2 furlongs and 2.85 chains in length commencing in the said parish of Belton by a junction with Railway (No. 1) at the south side of the public highway leading from Grey Green to Westgate and terminating in the parish of Crowle in a field called Nettle Common or Eighteen Acres belonging or reputed to belong to George Robinson.

Railway (No. 3.) 5 furlongs and 1.10 chains in length wholly in the said parish of Crowle commencing by a junction with Railway (No. 2) in the said field called Nettle Common or Eighteen Acres and terminating by a junction with the Manchester Sheffield and Lincolnshire Railway (Doncaster and Keadby Line) near the down platform of the Crowle Station on that railway.

Railway (No. 4.) 6 furlongs, 7.3 chains in length wholly in the said parish of Crowle commencing by a junction with Railway (No.2) in the said field called Nettle Common or Eighteen Acres and terminating on the south side of Godknow Road leading from Crowle to Godknow Bridge.

KENMARE JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Kenmare Junction Railway (Abandonment) Act 1890 (53 & 54 Vict. c.xlviii)	The whole Act.

Kenmare Junction Railway (Abandonment) Act 1890

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway from Macroom in County Cork to Kenmare in County Kerry in what is now the Republic of Ireland. The railway project was abandoned in 1890.

2. The construction of the railway was authorised by the Cork and Kenmare Railway Act 1881 (“the 1881 Act”).⁹³ The route of the railway was prescribed by section 5 of the 1881 Act and is set out in the *Annex* to this note.

3. The 1881 Act incorporated a company called The Cork and Kenmare Railway Company but subsequently re-named “*the Kenmare Junction Railway Company*”⁹⁴ (“the Company”) to construct the railway. The powers given by the 1881 Act for the construction of the railway were amended by *the Cork and Kenmare Railway Act 1883* (“the 1883 Act”) ⁹⁵ *the Kenmare Junction Railway Act 1884*⁹⁶ (“the 1884 Act”) and *the Kenmare Junction Railway Act 1887* (“the 1887 Act”).⁹⁷

4. The purpose of the *Kenmare Junction Railway (Abandonment) Act 1890* (“the 1890 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1890 Act recorded that no part of the capital of the Company had been created, issued or paid up.

5. The 1890 Act provided as follows:

(a) short title (*section 1*)

(b) the Company to abandon the making of the railway authorised by the 1881, 1883 and 1884 Acts (*section 2*)

⁹³ 44 & 45 Vict. c.cxciv.

⁹⁴ Kenmare Junction Railway Act 1884, s 4.

⁹⁵ 46 & 47 Vict. c.clii.

⁹⁶ 47 & 48 Vict. c.cxliv.

⁹⁷ 50 & 51 Vict. c.ciii.

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Company's Acts⁹⁸ shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1890 Act (*section 8*).

6. Clearly the purposes of the 1890 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1890 Act will have long since been barred by passage of time. Accordingly the 1890 Act is spent and may now be repealed.

7. Although the 1890 Act may be repealed on the basis that it is technically spent, a further ground of repeal is that it can now have no effect within the United Kingdom. The Act was passed at a time when the whole of Ireland formed part of the United Kingdom. The establishment of the Irish Free State in 1922 has meant that the 1890 Act, whilst remaining on the statute book of the United Kingdom, no longer has any effect within the United Kingdom. Accordingly it may be repealed as unnecessary so far as the United Kingdom is concerned.

Extent

8. The provisions proposed for repeal had no effect outside what is today the Republic of Ireland. The 1890 Act remains in force inside the Republic and its status there will not be affected by this repeal proposal.

Consultation

9. HM Treasury, the Foreign and Commonwealth Office, the Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train

⁹⁸ The expression "the Company's Acts" covers the 1881 Act, the 1883 Act, the 1884 Act and the 1887 Act: the 1890 Act, preamble.

Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Office of the Attorney General for the Republic of Ireland and Irish Rail have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Cork and Kenmare Railway Act 1881

A railway thirty-four miles five furlongs or thereabouts in length commencing in the townland of Sleveen East in the parish of Macroom and county Cork by a junction with the Cork and Macroom Direct Railway at a point on the said railway two hundred and eighty-three yards or thereabouts east from the turntable at Macroom Station and terminating in the townland of Kenmare in the parish of Kenmare in the county of Kerry in a field situate between the public road leading from Kilgarvan to Kenmare and the Sound at Kenmare at or near a point in the said field sixty-five yards or thereabouts south from the said public road and ninety yards or thereabouts south-east from the south-east corner of William Street in the town of Kenmare.

KENSINGTON STATION AND NORTH AND SOUTH LONDON JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Kensington Station and North and South London Junction Railway Act 1859 (22 & 23 Vict. c.cxxviii)	The whole Act.
Kensington Station and North and South London Junction Railway Act 1862 (25 & 26 Vict. c.ccxv)	The whole Act.

Kensington Station and North and South London Junction Railway Acts 1859 and 1862

1. This note proposes the repeal of two enactments passed in connection with the construction of a railway in the Kensington area of London. The railway was never built and the project was abandoned in 1873.
2. The construction of the railway was authorised by the *Kensington Station and North and South London Junction Railway Act 1859* (“the 1859 Act”). The route of the railway was prescribed by section 19 of the 1859 Act and is set out in the *Annex* to this note.
3. The 1859 Act incorporated a company called *The Kensington Station and North and South London Junction Railway Company* (“the Company”) to construct the railway.⁹⁹ The powers given by the 1859 Act for the construction of the railway were extended by the *Kensington Station and North and South London Junction Railway Act 1862* (“the 1862 Act”).
4. The 1859 Act was passed on 13 August 1859. *Section 18* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 2 years from that date. *Section 23* provided that the powers granted to the Company by the Act to make the railway were to last for only 3 years from that date.
5. The 1862 Act was passed to extend the time limits set by the 1859 Act. Accordingly *section 5* extended to 13 August 1863 the time after which the

⁹⁹ The 1859 Act describes the Company as the Kensington Station and North-west and South London Junction Railway Company (*italics added*). However, references to the Company in the enactments referred to later in this note omit the “west”.

Company's compulsory purchase powers under the 1859 Act could no longer be exercised; and extended to 13 August 1865 the time after which the Company's 1859 Act powers to make the railway could no longer be exercised.

6. In the event, the railway was never completed. On 9 May 1873 the Board of Trade, pursuant to the Abandonment of Railways Act 1850, the Railway Companies Act 1867 and the Kensington Station and North and South London Junction Railway Act 1859 (Repayment of Moneys) Act 1872¹⁰⁰, issued a warrant ordering and declaring that the railway should be abandoned by the Company.¹⁰¹ The Company itself was wound up by order of the court dated 23 July 1873.¹⁰²

7. Clearly the abandonment of the railway project and the winding up of the Company in 1873 made the 1859 and 1862 Acts unnecessary. Accordingly both Acts have long been spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside the Kensington area of London.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, London Underground, London Underground Railway Society, Transport for London, the Greater London Authority and the London Borough of Kensington and Chelsea have been consulted about these repeal proposals.

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¹⁰⁰ 35 & 36 Vict. c.80. The preamble to this Act stated that no steps had been taken to construct the railway. The subsequent opening of the Metropolitan District Railway in the 1860s had made the railway sanctioned by the 1859 Act unnecessary. The 1872 Act has since been repealed: Statute Law Revision Act 1883.

¹⁰¹ *The London Gazette*, 16 May 1873, p 2458.

¹⁰² *The London Gazette*, 1 August 1873, p 3604.

ANNEX

Railway authorised by the Kensington Station and North and South London Junction Railway Act 1859

Making and maintaining a Railway, with all necessary Stations, Approaches, and Works connected therewith, commencing at a Point in the Parish of *Saint Mary Abbott's Kensington* in the County of *Middlesex* on or adjoining to the East Bank of the *Kensington* Canal, about Two Chains North of a certain Bridge called *Lillie Bridge*, by which the *Richmond* Road is crossed over the said Canal, thence passing from, through, in, or into the several Parishes, Townships, extra-parochial or other Places of *Kensington*, *Saint Mary Abbott's Kensington*, *Knightsbridge*, *Earl's Court*, and *Little Chelsea*, or some or one of them, and terminating at a Point in the said Parish of *Saint Mary Abbott's Kensington* in the said County of *Middlesex*, on the West Side of *Love Lane* near to the Junction thereof with *Red Field Lane*.

KINGSTOWN AND KINGSBRIDGE JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Kingstown and Kingsbridge Junction Railway (Abandonment) Act 1898 (61 & 62 Vict. c.ccxlvi)	The whole Act.

Kingstown and Kingsbridge Railway (Abandonment) Act 1898

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in the Dublin area. The railway project was abandoned in 1898. Although today Dublin is within the Republic of Ireland, it was still part of the United Kingdom at the time the enactment was passed. Accordingly the enactment remains on the United Kingdom's statute book.

2. The construction of the railway was authorised by the Kingstown and Kingsbridge Junction Railway Act 1887 ("the 1887 Act").¹⁰³ The route of the railway was prescribed by section 5 of the 1887 Act and is set out in the *Annex* to this note.

3. The 1887 Act incorporated a company called *The Kingstown and Kingsbridge Junction Railway Company* ("the Company") to construct the railway. The powers given by the 1887 Act for the construction of the railway were amended by the Kingstown and Kingsbridge Junction Railway (Extension of Time) Act 1892¹⁰⁴ and by the Kingstown and Kingsbridge Junction Railway (Extension of Time) Act 1895.¹⁰⁵

4. The purpose of the Kingstown and Kingsbridge Junction Railway (Abandonment) Act 1898 ("the 1898 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1898 Act recorded that the Company had not exercised any of its powers under the 1887 Act in relation to the compulsory purchase of land for, and the construction of, the railway; and that it had been impossible to raise the capital necessary to construct the railway.

¹⁰³ 50 & 51 Vict. c.clxix. Kingstown is now known as Dun Laoghaire.

¹⁰⁴ 55 & 56 Vict. c.clxxii.

¹⁰⁵ 58 & 59 Vict. c.cvi.

5. The 1898 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1887 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
 - (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and thereupon the Acts of 1887 1892 and 1895 shall be repealed" (*section 7*)
 - (h) payment of expenses of obtaining the 1898 Act (*section 8*).
6. Clearly the purposes of the 1898 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1898 Act will have long since been barred by passage of time. Accordingly the 1898 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Dublin area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Irish Rail and the Office of the Attorney General for the Republic of Ireland have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Kingstown and Kingsbridge Junction Railway Act 1887

A Railway (No. 1) seven miles two and a half chains in length commencing by a junction with the Dublin and Kingstown Branch of the Dublin Wicklow and Wexford Railway at a point sixty yards or thereabouts measured in a north-westerly direction towards Merrion Station from the north end of the westernmost passenger platform of the Booterstown Station and terminating by a junction with the Great Southern and Western Railway at or near the east end of the ticket platform at Inchicore.

A Railway (No. 2) two furlongs seven chains eight yards in length commencing by a junction with the Harcourt Street and Bray Branch of the Dublin Wicklow and Wexford Railway at the point where the townland boundary separating the townland of Rathmines Great from the townland of Churchtown Lower intersects the herein-before-mentioned branch of the Dublin Wicklow and Wexford Railway and forty-eight yards or thereabouts measured in a north-easterly direction from the north-east corner of the Friends' Meeting House situate in the townland of Churchtown Lower and terminating by a junction with the Railway No. 1 before described at a point therein the said point being in the eastern fence of the public road leading from Briar Cottage to Riversdale Cottage and distant five hundred and thirty-six yards or thereabouts from the north-west corner of Briar Cottage measured along the eastern fence of the herein-before-mentioned road in a north-westerly direction.

A Railway (No. 3) three furlongs three chains eight yards in length commencing by a junction with the Railway No. 1 before described at a point in the centre line thereof such point being one hundred and eighty-seven yards or thereabouts measured in a northerly direction from the centre of the uppermost gate of the first lock of the Grand Canal at Harcourt Mills and four hundred and sixteen yards or thereabouts measured in a southerly direction from the south-east corner of the Kilmainham Court House and terminating by a junction with the Great Southern and Western Railway at a point distant forty yards or thereabouts measured in a westerly direction along the said Great Southern and Western Railway from the western face of the bridge carrying the public road between Kilmainham and Island Bridge over the said Great Southern and Western Railway.

A Railway (No. 4) three furlongs two chains eleven yards in length commencing by a junction with the North Wall Extension Railway of the Great Southern and Western Railway at a point distant one hundred and eighty yards or thereabouts measured in a southerly direction along the said North Wall Extension Railway from the southern face of the bridge carrying the road known as Faussagh Lane over the said North Wall Extension Railway and terminating by a junction with the Midland Great Western Railway at the south-western end of the bridge or tunnel by which the said North Wall Extension Railway passes under the Midland Great Western Railway and the Royal Canal.

LATIMER ROAD AND ACTON RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Latimer Road and Acton Railway Act 1900 (63 & 64 Vict. c.xcv)	The whole Act.

Latimer Road and Acton Railway Act 1900

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in the Latimer Road area of West London. The railway project was abandoned in 1900.
2. The construction of the railway was authorised by the Latimer Road and Acton Railway Act 1882 (“the 1882 Act”).¹⁰⁶ The route of the railway was prescribed by section 5 of the 1882 Act and is set out in the *Annex* to this note.
3. The 1882 Act incorporated a company called *The Latimer Road and Acton Railway Company* (“the Company”) to construct the railway. The powers given by the 1882 Act for the construction of the railway were amended by the Latimer Road and Acton Railway Acts 1885¹⁰⁷, 1888¹⁰⁸, 1891¹⁰⁹, 1893¹¹⁰ and 1895.¹¹¹
4. The purpose of the *Latimer Road and Acton Railway Act 1900* (“the 1900 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1900 Act recorded that the Company had commenced the construction of the railway but had found it impossible to raise the capital necessary to complete the railway.
5. The 1900 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1882 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

¹⁰⁶ 45 & 46 Vict. c.ccxlvi.

¹⁰⁷ 48 & 49 Vict. c.lxxviii.

¹⁰⁸ 51 & 52 Vict. c.cxii.

¹⁰⁹ 54 & 55 Vict. c.lxxii.

¹¹⁰ 56 & 57 Vict. c.clxvii.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) Company to remove girder bridge within 6 months (*section 5*)
- (f) repayment of deposit money (*section 6*)
- (g) the Company to proceed immediately to sell its assets, wind up its affairs and settle debts (*section 7*)
- (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the recited Acts respectively shall be by this Act repealed" (*section 8*)
- (i) payment of expenses of obtaining the 1900 Act (*section 9*).

6. Clearly the purposes of the 1900 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1900 Act will have long since been barred by passage of time. Accordingly the 1900 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside West London.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, London Underground, the London Borough of Hammersmith and Fulham, the Royal Borough of Kensington and Chelsea, Transport for London and the Greater London Authority have been consulted about these repeal proposals.

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¹¹¹ 58 & 59 Vict. c.cl.

ANNEX

Railway authorised by the Latimer Road and Acton Railway Act 1882

A railway 2 miles 1 furlong and 5.20 chains in length commencing in the parish of Hammersmith and county of Middlesex by a junction with the Hammersmith and City Railway (belonging to the Great Western and Metropolitan Railway Companies) and terminating in the parish of Acton in the property numbered on the deposited plans 3, in that parish.

LAUGHARNE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Laugharne Railway Act 1866
(29 & 30 Vict. c.cclxxix)

The whole Act.

Laugharne Railway Act 1866

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in south Wales between St Clears and Laugharne. The railway project was abandoned in 1870.
2. The construction of the railway was authorised by the *Laugharne Railway Act 1866* ("the 1866 Act"). The route of the railway was prescribed by section 5 of the 1866 Act and is set out in the *Annex* to this note.
3. The 1866 Act incorporated a company called *The Laugharne Railway Company* ("the Company") to construct the railway.
4. The 1866 Act was passed on 30 July 1866. *Section 23* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 2 years from that date. *Section 24* provided that the powers granted to the Company by the Act to make the railway were to last for only 3 years from that date.
5. In the event, the railway project was abandoned. On 11 May 1870 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.¹¹² The Company itself was wound up by order of the court dated 25 June 1870.¹¹³
6. Clearly the abandonment of the railway project and the winding up of the Company in 1870 made the 1866 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

¹¹² *The London Gazette*, 20 May 1870, p 2660.

¹¹³ *The London Gazette*, 5 July 1870, p 3281.

Extent

7. The provisions proposed for repeal had no effect outside Carmarthenshire in South Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Carmarthenshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Laugharne Railway Act 1866

A Railway, Five Miles Three Furlongs and Nine Chains in Length, commencing in the Parish of *Llanfihangel Abercowen* in the County of *Carmarthen* by a Junction with the *South Wales* Railway of the *Great Western* Railway Company at a Point One Chain or thereabouts West of the South-western End of the South or Down Passenger Platform of the *Saint Clears* Station on the said Railway, and terminating in the Parish of *Laugharne* in the said County at or near a Point on the Foreshore of the Slob or Mud Lands of *Laugharne* about Three Feet above ordinary High-water Mark, and immediately below the North-east Corner of a Field or Enclosure in the said Parish of *Laugharne* belonging to the Corporation of *Laugharne* aforesaid, and in the Occupation of *Evan David*.

LEEDS, ROUNDHAY PARK, AND OSMONDTHORPE JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Leeds, Roundhay Park, and Osmondthorpe Junction Railway (Abandonment) Act 1877 (40 & 41 Vict. c.xi)	The whole Act.
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Leeds, Roundhay Park, and Osmondthorpe Junction Railway (Abandonment) Act 1877

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in the Leeds area of West Yorkshire. The railway project was abandoned in 1877.

2. The construction of the railway was authorised by the Leeds, Roundhay Park, and Osmondthorpe Junction Railway Act 1874 (“the 1874 Act”).¹¹⁴ The route of the railway was prescribed by section 5 of the 1874 Act and is set out in the *Annex* to this note.

3. The 1874 Act incorporated a company called *the Leeds, Roundhay Park, and Osmondthorpe Junction Railway Company* (“the Company”) to construct the railway.

4. The purpose of the *Leeds, Roundhay Park, and Osmondthorpe Junction Railway (Abandonment) Act 1877* (“the 1877 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1877 Act recorded that it had been found impracticable to raise the capital for the construction of the railway, and that no steps had been taken in execution of the 1874 Act.

5. The 1877 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1874 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

¹¹⁴ 37 & 38 Vict. c.xv.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) immediate repeal of section 28 of the 1874 Act¹¹⁵ (*section 5*)
- (f) repayment of deposit money (*section 6*)
- (g) the Company to proceed immediately to wind up its affairs and settle debts (*section 7*)
- (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the [1874 Act] shall be by this Act wholly repealed" (*section 8*)
- (i) payment of expenses of obtaining the 1877 Act (*section 9*).

6. Clearly the purposes of the 1877 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1877 Act will have long since been barred by passage of time. Accordingly the 1877 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Leeds area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Leeds City Council and the West Yorkshire Passenger Transport Executive have been consulted about these repeal proposals.

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¹¹⁵ Section 28 provided that the deposit money payable before the enactment of the 1874 Act should not be repaid until the railway had been opened (or half the capital had been paid up and expended). Since neither the railway had been built nor any of the capital had been raised, the immediate repeal of section 28 was necessary so as to permit the operation of the deposit repayment provisions of the 1877 Act, s 6.

ANNEX

Railway authorised by the Leeds, Roundhay Park, and Osmondthorpe Junction Railway Act 1874

Railway No. 1, three miles five furlongs and one hundred and forty-two yards in length, commencing in the township and parish of Leeds in the West Riding of the county of York, and terminating in the township of Roundhay in the parish of Barwick-in-Elmet in the said West Riding, on the east side of and adjoining to Park Road.

Railway No. 2, one mile three furlongs and forty-five yards in length, commencing in the township of Potternewton in the said West Riding by a junction with Railway No.1, and terminating in the township of Templenewsam in the parish of Whitkirk by a junction with the Leeds and Selby line of the North-eastern Railway Company at Osmondthorpe.

Provided always, that Railway No.1 shall commence on the east side of North Street in Leeds, instead of on the east side of Briggate, as shown on the deposited plans and sections.

LIMERICK AND NORTH KERRY JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Limerick and North Kerry Junction Railway Act 1865 (28 & 29 Vict. c.cclxix)	The whole Act.

Limerick and North Kerry Junction Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in County Limerick and County Kerry in the Republic of Ireland . The railway project was abandoned in 1879.
2. The construction of the railway was authorised by the *Limerick and North Kerry Junction Railway Act 1865* ("the 1865 Act"). The route of the railway was prescribed by section 17 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Limerick and North Kerry Junction Railway Company* ("the Company") to construct the railway.
4. The 1865 Act was passed on 5 July 1865. *Section 20* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 21* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. It was formally abandoned in 1879. The Company itself was wound up by order of the court dated 14 June 1879.¹¹⁶
6. Clearly the abandonment of the railway project and the winding up of the Company in 1879 made the 1865 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.
7. Although the 1865 Act may be repealed on the basis that it is technically spent, a further ground of repeal is that it can now have no effect within the United Kingdom. The Act was passed at a time when the whole of Ireland formed part of the United Kingdom. The establishment of the Irish Free State in 1922 has meant that the 1865

¹¹⁶ *The London Gazette*, 24 June 1879, p 4102.

Act, whilst remaining on the statute book of the United Kingdom, no longer has any effect within the United Kingdom. Accordingly it may be repealed as unnecessary so far as the United Kingdom is concerned.

Extent

8. The enactment proposed for repeal had no effect outside what is now the Republic of Ireland. It remains in force inside the Republic and its status there will not be affected by these repeal proposals.

Consultation

9. HM Treasury, the Foreign and Commonwealth Office, the Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Office of the Attorney General for the Republic of Ireland and Irish Rail have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Limerick and North Kerry Junction Railway Act 1865

A Railway commencing in the Parish of *Newcastle* in the County of *Limerick* by a Junction with the authorized Line of *Rathkeale and Newcastle Junction* Railway and terminating in the Townland of *Listowel*, Parish of *Listowel*, in the County of *Kerry*.

LINCOLN AND EAST COAST RAILWAY AND DOCK COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Lincoln and East Coast Railway and Dock (Abandonment) Act 1902 (2 Edw.7 c.iii)	The whole Act.

Lincoln and East Coast Railway and Dock (Abandonment) Act 1902

1. This note proposes the repeal of an enactment passed to abandon (1) the construction of a railway and (2) the carrying out of dock works, both in Lincolnshire. It had proved impracticable to carry out either of these projects.
2. The construction of the railway and the carrying out of works to the North Sea Fisheries (East Lincolnshire) Harbour and Dock ("the dock works") was authorised by the Lincoln and East Coast Railway and Dock Act 1897 ("the 1897 Act").¹¹⁷ The route of the railway (which was to run from the parishes of Washingborough and Stainfield on the east side of Lincoln through to the parish of Bilsby, near Alford) was prescribed by section 5 of the 1897 Act and is set out in the *Annex* to this note. The dock works were to be at Sutton on Sea.
3. The 1897 Act incorporated a company called *The Lincoln and East Coast Railway and Dock Company* ("the Company") to construct the railway and carry out the dock works. The powers given to the Company by the 1897 Act were amended by the Lincoln and East Coast Railway and Dock Act 1898 ("the 1898 Act")¹¹⁸ and the Lincoln and East Coast Railway and Dock Act 1899 ("the 1899 Act").¹¹⁹
4. The purpose of the *Lincoln and East Coast Railway and Dock (Abandonment) Act 1902* ("the 1902 Act") was to authorise the abandonment of the railway construction proposals and the dock works, and the dissolution of the Company. The preamble to the 1902 Act recorded that the Company had not exercised any of its powers under the 1897, 1898 or 1899 Acts in relation to (1) the purchase of land for the construction of the railway or the carrying out of the dock works or (2) the raising of capital.

¹¹⁷ 60 & 61 Vict. c.cccxxiv. The authority to construct the railway was originally provided by the Lancashire Derbyshire and East Coast Railway Acts 1891 and 1892.

¹¹⁸ 61 & 62 Vict. c.ccxlix.

¹¹⁹ 62 & 63 Vict. c.clxxvi.

5. The 1902 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the construction of the railway and the dock works authorised by the 1897, 1898 and 1899 Acts (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
 - (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1897 1898 and 1899 shall be repealed" (*section 7*)
 - (h) payment of expenses of obtaining the 1902 Act (*section 8*).
6. Clearly the purposes of the 1902 Act (the abandonment of the railway proposals and dock works and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1902 Act will have long since been barred by passage of time. Accordingly the 1902 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Lincolnshire area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Lincolnshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Lincoln and East Coast Railway and Dock Act 1897

- (A) Railway (No. 22)¹²⁰ 1 mile 5.30 chains in length (as shown upon the plans deposited for the Act of 1891 except the portion the construction of which the existing Company was authorised to abandon by section 24 of the Act of 1892) wholly in the county of Lincoln commencing in the parish of Washingborough in the parts of Kesteven by a junction with the loop line of the Great Northern Railway Company from Lincoln to Boston at a point one hundred and ten chains or thereabouts measured along the loop line in an easterly direction from the booking office at Five Mile House Station thereon and terminating in the parish of Stainfield in the parts of Lindsey by a junction with Railway No. 21 described in the said section 5 of the Act of 1891 at the termination thereof.
- (B) Railway (No. 23) one mile three furlongs in length wholly in the parish of Stainfield in the parts of Lindsey in the county of Lincoln commencing by a junction with the said Railway No. 21 at the termination thereof and terminating in a wood called Great South Wood belonging or reputed to belong to Thomas William Tyrwhitt-Drake at a point three and a half chains or thereabouts measured in a north-westerly direction from the southern corner of the said wood and three and a half chains or thereabouts measured in a south-easterly direction from the northern corner of a wood called Little South Wood.
- (C) Railway (No. 24) seven furlongs in length wholly in the parts of Lindsey and county of Lincoln commencing in the parish of Stainfield by a junction with Railway No. 23 at the termination thereof before described and terminating in the parish of Bardney by a junction with the Louth and Lincoln line of the Great Northern Railway Company at a point nine and a half chains or thereabouts northward of the junction of the northern fence of the wood called Demerose Wood with the western fence of the said Louth and Lincoln line.
- (D) Railway (No. 25) twenty-five miles two furlongs in length wholly in the parts of Lindsey and county of Lincoln commencing in the parish of Stainfield by a junction with Railway No. 23 at the termination thereof before described and terminating in the parish of Bilsby by a junction with the Sutton and Willoughby Railway on the south side of the Mumby Road Station thereon or at a point eighteen and a half chains or thereabouts measured in a south-westerly direction from the booking office at that station.
- (E) A railway¹²¹ (to be called the Washingborough Junction) 6 furlongs 3.50 chains in length being a deviation of part of Railway No. 22 authorised by the Act of 1891 and herein-before referred to commencing in the parish of Washingborough in the parts of Kesteven in the county of Lincoln by a junction with the Lincoln and Boston line of the Great Northern Railway Company (when deviated as herein-after mentioned) at a point on the north side of the drain called the South Delph distant eight hundred and twenty-seven yards or thereabouts measured in an easterly direction along the Great Northern Railway from the mile-post thereon indicating six miles from Lincoln and terminating in the parish of Fiskerton in the parts of Lindsey in the same county by a junction

¹²⁰ The railway works described in paragraphs (A) to (D) were originally authorised by the Lancashire Derbyshire and East Coast Railway Act 1891 (54 & 55 Vict. c.clxxxix), s 5.

¹²¹ The railway works described in paragraphs (E) and (F) were originally authorised by the Lancashire Derbyshire and East Coast Railway Act 1892 (55 & 56 Vict. c.clvi), s 4.

with the said authorised Railway No. 22 at a point marked five furlongs from the commencement of that authorised line as shown on the plans thereof deposited with the clerks of the peace for the parts of Kesteven and Lindsey respectively in the month of November one thousand eight hundred and ninety.

- (F) A deviation of a portion of the Great Northern Railway 5 furlongs and 8.80 chains in length wholly in the said parish of Washingborough commencing at a point six hundred and twenty-seven yards or thereabouts measuring in an easterly direction along that railway from the distance post thereon indicating six miles from Lincoln and terminating at a point on the said railway two hundred and forty-three yards or thereabouts measuring in a south-easterly direction along the same railway from the distance post thereon indicating seven miles from Lincoln.

LINCOLN HORNCastle SPILSBY AND SKEGNESS RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Lincoln Horncastle Spilsby and Skegness Railway (Abandonment) Act 1891 (54 & 55 Vict. c.clxxiv)	The whole Act.

Lincoln Horncastle Spilsby and Skegness Railway (Abandonment) Act 1891

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Lincolnshire. The railway project was abandoned in 1891.

2. The construction of the railway was authorised by the Lincoln Horncastle Spilsby and Skegness Railway Act 1887 (“the 1887 Act”).¹²² The route of the railway was prescribed by section 5 of the 1887 Act and is set out in the *Annex* to this note.

3. The 1887 Act incorporated a company called *The Lincoln Horncastle Spilsby and Skegness Railway Company* (“the Company”) to construct the railway.

4. The purpose of the *Lincoln Horncastle Spilsby and Skegness Railway (Abandonment) Act 1891* (“the 1891 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1891 Act recorded that the Company had not exercised any of its powers under the 1887 Act in relation to the compulsory purchase of land, nor had any capital of the Company been created, issued or paid up.

5. The 1891 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1887 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹²² 50 & 51 Vict. c.cci.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1887 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1891 Act (*section 8*).

6. Clearly the purposes of the 1891 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1891 Act will have long since been barred by passage of time. Accordingly the 1891 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Lincolnshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Lincolnshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Lincoln Horncastle Spilsby and Skegness Railway Act 1887

1. A Railway (No. 1) one mile one furlong and five chains in length commencing in the parish of Stixwould by a junction with the Great Northern Railway at a point one hundred and fifty yards or thereabouts north of the one hundred and twenty-three and a quarter mile post on that railway and terminating in the parish of Thornton by a junction with the Horncastle and Kirkstead Junction Railway at the one mile post on that railway.
2. A Railway (No. 2) ten miles two furlongs and fifty links in length commencing in the parish of Thornton by a junction with the Horncastle and Kirkstead Junction Railway at the north side of the level crossing known as the Thornton level crossing and terminating in the parish of Spilsby by a junction with the Spilsby and Firsby Railway at or near the terminus of that railway at Spilsby.
3. A Railway (No. 3) four furlongs nine chains and 50 links in length commencing in the parish of Great Steeping by a junction with the Spilsby and Firsby Railway at a point twenty-seven yards or thereabouts westward of the distance post on that railway indicating three quarters of a mile from the junction thereof with the Great Northern (Boston and Grimsby) Railway and terminating in the parish of Firsby by a junction with the said Boston and Grimsby Railway at a point one hundred and eighty yards or thereabouts measured in a southerly direction from the distance post thereon indicating one hundred and twenty-two miles from London.

LLANFYLLIN AND LLANGYNOG RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Llanfyllin and Llangynog Railway Act 1873 (36 & 37 Vict. c.lxx)	The whole Act.
Llanfyllin and Llangynog Railway Abandonment Act 1876 (39 & 40 Vict. c.lxxviii)	The whole Act.

Llanfyllin and Llangynog Railway Act 1873

Llanfyllin and Llangynog Railway Abandonment Act 1876

1. This note proposes the repeal of two enactments passed relating to a proposed railway in Powys between the parishes of Llanfyllin and Llangynog. The railway project was abandoned in 1876.
2. The construction of the railway was authorised by the Llanfyllin and Llangynog Railway Act 1873 (“the 1873 Act”). The route of the railway was prescribed by section 5 of the 1873 Act and is set out in the *Annex* to this note.
3. The 1873 Act incorporated a company called The *Llanfyllin and Llangynog Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Llanfyllin and Llangynog Railway Abandonment Act 1876* (“the 1876 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1876 Act recorded that the Company had been unable to raise the funds required for the making of the railway and had not exercised any of its powers under the 1873 Act in relation to its making.
5. The 1876 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist" (*section 7*)
- (h) payment of expenses of obtaining the 1876 Act (*section 8*).

6. Clearly the purposes of the 1876 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1876 Act will have long since been barred by passage of time. Accordingly the 1876 Act is spent and may now be repealed.

7. The 1873 Act is also spent. *Section 28* provided that the powers granted to the Company under that Act for the compulsory purchase of land would cease to be exercisable three years after the passage of the Act (i.e. three years after June 1873). *Section 31* provided that the powers granted to the Company under the Act for making and completing the railway would cease to be exercisable five years after the passage of the Act (i.e. five years after June 1873). In the event the railway was never built, with the result that the Company's powers under the 1873 Act ceased no later than June 1878. Accordingly the 1873 Act is spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside Powys.

Consultation

9. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Powys County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Llanfyllin and Llangynog Railway Act 1873

A railway ten miles, four furlongs, seven chains, and ninety links in length, commencing in the parish of Llanfyllin, in the county of Montgomery, in the yard of the Llanfyllin station of the Cambrian Railways Company, and terminating in the parish of Llangynog, in the county of Montgomery, in a field called “Cae Bont” in the occupation of Thomas Savin.

LLANGAMMARCH AND NEATH AND BRECON JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
------------------	---------------------------------------

Llangammarch and Neath and Brecon Junction Railway (Abandonment) Act 1890 (53 & 54 Vict. c.xxvi)	The whole Act.
--	----------------

Llangammarch and Neath and Brecon Junction Railway (Abandonment) Act 1890

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Powys. The railway project was abandoned in 1890.

2. The construction of the railway was authorised by the Llangammarch and Neath and Brecon Junction Railway Act 1882 (“the 1882 Act”).¹²³ The route of the railway was prescribed by section 5 of the 1882 Act and is set out in the *Annex* to this note.

3. The 1882 Act incorporated a company called the *Llangammarch and Neath and Brecon Junction Railway Company* (“the Company”) to construct the railway. The powers given by the 1882 Act for the construction of the railway were extended by the Llangammarch and Neath and Brecon Junction Railway Acts 1885,¹²⁴ 1887¹²⁵ and 1888.¹²⁶

4. The purpose of the *Llangammarch and Neath and Brecon Junction Railway (Abandonment) Act 1890* (“the 1890 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1890 Act recorded that the Company had not exercised any of its powers under the 1882 Act in relation to the purchase of land and the construction of the railway.

5. The 1890 Act provided as follows:

(a) short title (*section 1*)

(b) the Company to abandon the making of the railway authorised by the 1882 Act (*section 2*)

¹²³ 45 & 46 Vict. c.cci.

¹²⁴ 48 & 49 Vict. c.xlviii.

¹²⁵ 50 & 51 Vict. c.xliv.

¹²⁶ 51 & 52 Vict. c.cxcvi.

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1882 and the Acts of 1885 1887 and 1888 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1890 Act (*section 8*).

6. Clearly the purposes of the 1890 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1890 Act will have long since been barred by passage of time. Accordingly the 1890 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Powys County Council have been consulted about these repeal proposals.

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Railway authorised by the Llangammarch and Neath and Brecon Junction Railway Act 1882

A railway thirteen miles six furlongs five chains and thirty links in length commencing in the hamlet of Tref-lys in the parish of Llangammarch in the county of Brecon by a junction with the Central Wales Extension Railway of the London and North-western Railway Company at a point distant one thousand two hundred and fifty yards or thereabouts measured in a south-westerly direction along the said extension railway from the centre of the bridge carrying the said extension railway over the River Cammarch and terminating in the hamlet of Maescar in the parish of Devynock¹²⁷ in the same county by a junction with the Neath and Brecon Railway at or near the bridge carrying that railway over the turnpike road leading from Brecon to Llandovery.

¹²⁷ Now Defynnog.

LONDON CENTRAL RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
London Central Railway (Abandonment) Act 1875 (38 & 39 Vict. c.cxiv)	The whole Act.

London Central Railway (Abandonment) Act 1875

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in London between the parishes of St Pancras and St Martin in the Fields. The railway project was abandoned in 1875.
2. The construction of the railway was authorised by the London Central Railway Act 1871 ("the 1871 Act").¹²⁸ The route of the railway was prescribed by section 5 of the 1871 Act and is set out in the *Annex* to this note.
3. The 1871 Act incorporated a company called *The London Central Railway Company* ("the Company") to construct the railway. The powers given by the 1871 Act for the construction of the railway were extended by the London Central Railway Acts 1873¹²⁹ and 1874.¹³⁰
4. The purpose of the *London Central Railway (Abandonment) Act 1875* ("the 1875 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1875 Act recorded that the Company had not exercised any of its powers under the 1871 Act in relation to the construction of the railway. The Company's funds were said to be insufficient to carry out the undertaking.
5. The 1875 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

¹²⁸ 34 & 35 Vict. c.cci.

¹²⁹ 36 & 37 Vict. c.cxli.

¹³⁰ 37 & 38 Vict. c.lxxxiv.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the London Central Railway Act 1971, and the London Central Railway Act 1973, and the London Central Railway Act 1974, shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1875 Act (*section 8*).

6. Clearly the purposes of the 1875 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1875 Act will have long since been barred by passage of time. Accordingly the 1875 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the present day Central London area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Westminster City Council, the London Borough of Camden, Transport for London, London Underground, the London Underground Railway Society and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the London Central Railway Act 1871

Railway (No. 1). A railway 1 mile 7 furlongs 1.95 chains in length, commencing in the parish of St. Pancras by a junction with the London and North-western Railway in the Euston Station, and terminating in the parish of St. Martin in the Fields by a junction with the Charing Cross Railway.

Railway (No. 2). A railway 3 furlongs 9.55 chains in length, wholly situate in the parish of St. Pancras, commencing by a junction with the Midland Railway, and terminating by a junction with Railway No. 1.

Railway (No. 3). A railway 1 furlong 6.25 chains in length, wholly situate in the parish of St. Pancras, commencing by a junction with the London and North-western Railway in the Euston Station, and terminating by a junction with railway No. 2.

LONDON, ESSEX, AND KENT COAST JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
------------------	---------------------------------------

London, Essex, and Kent Coast Junction Railway (Abandonment) Act 1877 (40 & 41 Vict. c.ccxix)	The whole Act.
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London, Essex, and Kent Coast Junction Railway (Abandonment) Act 1877

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in the areas of Wennington¹³¹ and Dartford. The railway project was abandoned in 1877.

2. The construction of the railway was authorised by the London, Essex, and Kent Coast Junction Railway Act 1876 (“the 1876 Act”).¹³² The route of the railway was prescribed by section 5 of the 1876 Act and is set out in the *Annex* to this note.

3. The 1876 Act incorporated a company called *The London, Essex, and Kent Coast Junction Railway Company* (“the Company”) to construct the railway.

4. The purpose of the *London, Essex, and Kent Coast Junction Railway (Abandonment) Act 1877* (“the 1877 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1877 Act recorded that the Company had not exercised any of its powers under the 1876 Act in relation to the construction of the railway; nor had any of the capital authorised by that Act been raised.

5. The 1877 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1876 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹³¹ Wennington in 1877 was part of Essex. It today forms part of the London Borough of Havering.

¹³² 39 & 40 Vict. c.ccxliii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the [1876 Act] shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1877 Act (*section 8*).

6. Clearly the purposes of the 1877 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1877 Act will have long since been barred by passage of time. Accordingly the 1877 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the areas of Wennington (London Borough of Havering) and North Kent.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Transport for London, London Underground, the London Underground Railway Society, the Greater London Authority, the London Borough of Havering and Kent County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the London, Essex, and Kent Coast Junction Railway Act 1876

A railway (No. 1), five miles nine chains and fifty links in length, commencing in the parish of Wennington, in the county of Essex, by a junction with the London, Tilbury, and Southend Railway, at a point thereon about three hundred yards measured in a south-easterly direction along the railway from the distance post thereon indicating fourteen miles from London, thence passing under the River Thames, and terminating in the parish of Stone, in the county of Kent, by a junction with the North Kent line of the South-eastern Railway Company, at a point thereon about five hundred and fifty yards measured along that line in an easterly direction from the point where the road leading from the main London and Dover road to Cotton Farm crosses the said North Kent line on the level.

A railway (No. 2), four miles four furlongs two chains and fifty links in length, all in the county of Kent, commencing in the parish of Dartford by a junction with Railway No. 1 in a field belonging or reputed to belong to George Solomon, at a point about four hundred and ninety-five yards measured in a northerly direction from the north-eastern corner of Temple Farm Buildings, and terminating in the parish of Sutton-at-Hone by a junction with the main line of the London, Chatham, and Dover Railway, at a point thereon about one hundred and thirty-two yards measured in a westerly direction from the booking office at the Farningham Road Station.

A railway (No. 3), four miles seven furlongs nine chains and sixty links in length, all in the county of Kent, commencing in the parish of Sutton-at-Hone by a junction with Railway No. 2, at a point in a field in the occupation of Maurice Bayley, about three hundred and forty yards measured in a northerly direction from the place where the road leading to Swanley Bottom Farm diverges from the road leading from Darent to Swanley, and terminating in the parish of Eynsford by a junction with the Sevenoaks, Maidstone, and Tunbridge Railway at a point about two hundred and eighty-six yards measured in a southerly direction from the booking office of the Eynsford Station thereon.

A railway (No. 4), one mile two furlongs four chains and seventy links in length, all in the said parish of Dartford, commencing by a junction with Railway No. 2, at a point about seventy-seven yards eastward of the south-eastern end of the Phoenix Paper Mill Pond, and terminating on the right bank of the River Darent, opposite the place where the River Cray falls into that river.

A railway (No. 5), one mile three furlongs two chains and eighty links in length, wholly in the said parish of Dartford, commencing by a junction with Railway No. 4, at a point in a field about three hundred and fifty yards measured in a south-easterly direction from where the River Cray falls into the River Darent, and about two hundred and forty-two yards measured in an easterly direction from the right bank of the said River Darent, and terminating on the foreshore of the River Thames at a point about sixty-six yards measured in a northerly direction from Longreach Tavern.

A wharf for the landing and shipping of goods and merchandise, at the termination of Railway No. 5, extending along and on the south side of the River Thames for a distance of about fifty yards on either side of that railway.

LONDON, HENDON AND HARROW RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
------------------	---------------------------------------

London, Hendon and Harrow Railway (Abandonment) Act 1887 (50 & 51 Vict. c.xxxvii)	The whole Act.
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London, Hendon and Harrow Railway (Abandonment) Act 1887

1. This note proposes the repeal of an enactment passed to abandon the construction of railways in the Harrow, Hendon and Hornsey areas of London. The railway project was abandoned in 1887.

2. The construction of the railways was authorised by the London, Hendon and Harrow Railway Act 1883 ("the 1883 Act").¹³³ The route of the railways was prescribed by section 5 of the 1883 Act and is set out in the *Annex* to this note.

3. The 1883 Act incorporated a company called *The London, Hendon and Harrow Railway Company* ("the Company") to construct the railways.

4. The purpose of the *London, Hendon and Harrow Railway (Abandonment) Act 1887* ("the 1887 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1887 Act recorded that the Company had not exercised any of its powers under the 1883 Act in relation to the purchase of land and the construction of the railways. Nor had any part of the capital authorised under that Act been raised.

5. The 1887 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railways authorised by the 1883 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹³³ 46 & 47 Vict. c.ccvii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1883 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1887 Act (*section 8*).

6. Clearly the purposes of the 1887 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1887 Act will have long since been barred by passage of time. Accordingly the 1887 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the present day areas of Harrow, Hendon and Hornsey in the Greater London area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Boroughs of Harrow, Barnet, Brent and Haringey, Transport for London, London Underground, the London Underground Railway Society and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the London, Hendon and Harrow Railway Act 1883

- (a.) A Railway (No. 1), five miles one furlong and about two chains in length, commencing in the parish of Harrow-on-the-Hill by a junction with Railway No. 2, described in and authorised by the Beaconsfield, Uxbridge and Harrow Railway Act, 1882, at the termination thereof, and terminating in the parish of Hendon at a point on the eastern side of the Brent Reservoir, distant four hundred yards, or thereabouts, measured along the margin of the reservoir in a northerly direction from Coal Oak Bridge over that reservoir.
- (b.) A Railway (No. 2), three miles seven furlongs and nine chains in length, commencing in the parish of Hendon by a junction with Railway No. 1 at the termination thereof before described, and terminating in the parish of Hornsey by a junction with the Edgware and Highgate Branch of the Great Northern Railway, at a point distant six hundred and eighty yards, or thereabouts, measured in a north-westerly direction, from the north-western end of the tunnel under Southwood Lane.
- (c.) A Railway (No. 5), three furlongs and twenty links in length, wholly in the parish of Harrow-on-the-Hill, commencing by a junction with Railway No. 1 in the field numbered five hundred and eighty-six on the twenty-five-inch ordnance map, at a point about fifty-four yards, measured in a south-westerly direction, from the north-east corner of that field, and terminating by a junction with the authorised Harrow and Rickmansworth Railway, seven miles decimal eighty chains, or thereabouts, from the commencement of that railway, as marked and measured on the plans thereof deposited with the clerk of the peace for the county of Middlesex, in the month of November, one thousand eight hundred and seventy-three.
- (d.) A Railway (No. 6), five furlongs and nine chains and five links in length, commencing by a junction with Railway No. 1 on the eastern boundary of Church Lane, in the parish of Kingsbury, at a point three hundred and thirty yards, or thereabouts, measured along such boundary from the centre of the four cross roads at Kingsbury Green, and terminating in the parish of Hendon by a junction with Railway No. 9, described in and authorised by the Metropolitan Outer Circle Railway Act, 1882, at a point on the south-west side of the Edgware Road.

LONDON, LEWES, AND BRIGHTON RAILWAYS

<i>Reference</i>	<i>Extent of repeal or revocation</i>
London, Lewes, and Brighton Railways Abandonment Act 1868 (31 & 32 Vict. c.cxxiii)	The whole Act.

London, Lewes, and Brighton Railways Abandonment Act 1868

1. This note proposes the repeal of an enactment passed to abandon the construction of railways in south London, Surrey and East Sussex. The railway project was abandoned in 1868.
2. The construction of the railways was authorised by the South-eastern and London, Chatham and Dover (London, Lewes, and Brighton) Railways Act 1866 (“the 1866 Act”).¹³⁴ The route of the railways was prescribed by section 5 of the 1866 Act and is set out in the *Annex* to this note.
3. The 1866 Act authorised the *South-eastern Railway Company and the London, Chatham and Dover Railway Company* (“the Companies”) to construct the railways.
4. The purpose of the *London, Lewes, and Brighton Railways Abandonment Act 1868* (“the 1868 Act”) was to authorise the abandonment of the railway construction proposals. The preamble to the 1868 Act recorded that it was impossible for the Companies to raise the capital necessary for the construction of the railways, with the result that the railways should be abandoned.
5. The 1868 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) interpretation (*section 2*)
 - (c) the Companies to abandon the making of the railways (*section 3*)
 - (d) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 4*)
 - (e) compensation to be paid in respect of non-fulfilment of existing contractual obligations (*section 5*)

¹³⁴ 29 & 30 Vict. c.cccxviii.

- (f) saving of existing rights (*section 6*)
- (g) once all the Companies' debts in respect of the proposed railways had been discharged, "the Act of 1866 shall be repealed" (*section 7*)
- (h) deposits for future Bills not to be paid out of capital (*section 8*)
- (i) railways not exempt from present and future enactments (*section 9*)
- (j) payment of expenses of obtaining the 1868 Act (*section 10*).

6. Clearly the purpose of the 1868 Act (the abandonment of the railway proposals) has long since been fulfilled. Similarly any claims for compensation arising under the 1868 Act will have long since been barred by passage of time. Accordingly the 1868 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had effect only within the areas of the London Boroughs of Bromley and Lewisham, and in Surrey and East Sussex.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Boroughs of Bromley and Lewisham, Surrey County Council, Kent County Council and East Sussex County Council have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the South-eastern and London, Chatham, and Dover (London, Lewes, and Brighton) Railways Act 1866

First, a Railway (No. 1.) One Mile Two Furlongs and Forty-two Yards in Length, or thereabouts, commencing by a Junction with the *Mid Kent* Railway, *Lewisham* to *Beckenham* (Down Line), in the Parish of *Beckenham* in the County of *Kent*, and terminating at a Point on the North Side of the *High Street, Beckenham*, near to and South of the House Known as *Beckenham Lodge*.

Also a short Junction (Junction Railway No. 1.) Two Furlongs and One hundred and fifty Yards in Length, or thereabouts, commencing by a Junction with the *Mid Kent* Railway, *Lewisham* to *Beckenham* (Up Line), and terminating by a Junction with the Railway (No. 1.) at a Point about Ten Yards to the West of the said *Mid Kent* Railway and Eight hundred and sixty Yards South of *Lower Sydenham* Station.

Second, a Railway (No. 2.) Seven Furlongs and Ninety Yards in Length, or thereabouts, commencing by a Junction with the *London, Chatham, and Dover* Railway Metropolitan Extension (Down Line), in the Parish of *St. Mary, Battersea*, Hamlet of *Penge* in the County of *Surrey*, and terminating at the same Point as Railway No. 1 aforesaid.

Also a short Junction (Junction Railway No. 2) Four Furlongs and One hundred and eighty Yards in Length, or thereabouts, commencing by a Junction with the *London, Chatham, and Dover* Railway Metropolitan Extension (Up Line), in the Parish of *Saint Mary, Battersea*, Hamlet of *Penge* aforesaid, and terminating by a Junction with the aforesaid Railway No. 2 on the North Side of the *Mid Kent (Addiscombe)* Railway at a Point Two hundred and twenty Yards, or thereabouts, to the South-west of the Bridge carrying the *West End and Crystal Palace (Farnborough Extension)* Railway over the said *Mid Kent (Addiscombe)* Railway.

Third, a Railway (No. 3.) Fourteen Miles Three Furlongs and Seventy-five Yards in Length, or thereabouts, commencing by a Junction with the aforesaid Railways (Nos. 1 and 2) at their proposed Point of Termination, and terminating in the Parish of *Oxted* in the County of *Surrey*.

Also a short Junction (*Edenbridge Junction* Railway) Three Furlongs and Sixty-six Yards in Length, or thereabouts, commencing by a Junction with the aforesaid Railway (No. 3) at its Point of Termination, and terminating by a Junction with the *South-eastern* Railway at or near the Bridge carrying the Road leading from *Merle Common* to *Edenbridge* over the *South-eastern* Railway aforesaid.

Also a short Junction (*Godstone Junction* Railway) Three Furlongs and One hundred and ten Yards in Length, or thereabouts, commencing by a Junction with the aforesaid proposed Railway (No. 3) at a Point Eighty Yards, or thereabouts, to the North of its proposed Point of Termination, and terminating at or near the Bridge carrying the *South-eastern* Railway over the Road leading from *Crowhurst* to *Sunt Farm*.

Also a Branch Railway (*Westerham Branch*) Two Miles Five Furlongs and One hundred and seventy-five Yards in Length, or thereabouts, commencing by a Junction with the aforesaid proposed Railway (No. 3) at the South Side of a Road leading from *Titsey* to *Westerham* in the Parish of *Titsey* in the County of *Surrey*, and

terminating in the Parish of *Westerham* by a Junction with the authorized *South-eastern* Railway (*Westerham* Branch).

Also a short Junction Railway (Junction Railway No. 4) Four Furlongs and Seventy-eight Yards in Length, or thereabouts, commencing in the Parish of *Titsey* by a Junction with the above proposed Railway No. 3., and terminating in the Parish of *Tatsfield* in the County of *Surrey* by a Junction with the above-named proposed *Westerham* Branch.

Fourth, a Railway (No. 4.) Twenty-four Miles Two Furlongs and Eighty-four Yards in Length, or thereabouts, commencing by a Junction with the aforesaid Railway No. 3 at its Point of Termination, and terminating in the Parish of *St. Peter and St. Mary Westout*, otherwise *St. Ann, Lewes*, in the County of *Sussex*.

Also a short Branch (*Lewes Goods Branch*) Four Furlongs and Seventy Yards in Length, or thereabouts, commencing by a Junction with the aforesaid proposed Railway No. 4 in the Parish of *St. John-under-the-Castle, Lewes*, on the South Side of the River *Ouse*, and terminating in the Parish of *All Saints, Lewes*.

Fifth, a Railway (No. 5.) Eight Miles Five Furlongs and One hundred and seventy-eight Yards in Length, or thereabouts, commencing by a Junction with the aforesaid Railway No. 4 at its Point of Termination, and terminating in the Parish of *Brighton* at a Point on the East Side of the *Steine Gardens*.

LONDON WALTHAMSTOW AND EPPING FOREST RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
London Walthamstow and Epping Forest Railway Act 1898 (61 & 62 Vict. c.lxii)	The whole Act.
London Walthamstow and Epping Forest Railway Act 1899 (62 & 63 Vict. c.ccxlix)	The whole Act.
London Walthamstow and Epping Forest Railway (Abandonment) Act 1900 (63 & 64 Vict. c.cclii)	The whole Act.

London Walthamstow and Epping Forest Railway Acts 1898 and 1899
London Walthamstow and Epping Forest Railway (Abandonment) Act 1900

1. This note proposes the repeal of (1) two enactments passed in connection with the construction of a railway from London to Walthamstow and Epping Forest and (2) an enactment passed to abandon that railway. The railway project was abandoned in 1900.
2. The construction of the railway was authorised by the London Walthamstow and Epping Forest Railway Act 1894 (“the 1894 Act”).¹³⁵ The route of the railway was prescribed by section 6 of the 1894 Act and is set out in the *Annex* to this note.
3. The 1894 Act incorporated a company called *The London Walthamstow and Epping Forest Railway Company* (“the Company”) to construct the railway. The powers given by the 1894 Act for the construction of the railway were amended by the London Walthamstow and Epping Forest Railway Act 1895 (“the 1895 Act”),¹³⁶ the London Walthamstow and Epping Forest Railway Act 1898 (“the 1898 Act”),¹³⁷ and the London Walthamstow and Epping Forest Railway Act 1899 (“the 1899 Act”).¹³⁸
4. The purpose of the *London Walthamstow and Epping Forest Railway (Abandonment) Act 1900* (“the 1900 Act”) was to authorise the abandonment of the

¹³⁵ 57 & 58 Vict. c.ccxvi.

¹³⁶ 58 & 59 Vict. c.cliii.

¹³⁷ 61 & 62 Vict. c.lxii. The purpose of this Act was merely to revive or extend powers given by the 1894 and 1895 Acts.

railway construction proposals and the dissolution of the Company. The preamble to the 1900 Act recorded that the Company had not exercised any of its powers under the 1894, 1895, 1898 or 1899 Acts in relation to the purchase of land, the construction of the railway or the raising of capital.

5. The 1900 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1894, 1895 and 1899 Acts (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1894 and 1895 shall be repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1900 Act (*section 8*).

6. Clearly the purposes of the 1900 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1900 Act will have long since been barred by passage of time. Accordingly the 1900 Act is spent and may now be repealed.

7. The 1898 and 1899 Acts are also spent. *The 1898 Act* revived and extended powers provided under the 1894 Act. For example, the Company's powers of compulsory purchase were extended until 1900.¹³⁹ And the time limit for completing the railway was extended until 1902.¹⁴⁰ Failure to complete the railway within this extended time limit would terminate the Company's powers under the 1894, 1895

¹³⁸ 62 & 63 Vict. c.ccxlix.

¹³⁹ The 1898 Act, s 4.

¹⁴⁰ The 1898 Act, s 5.

and 1898 Acts to construct the railway.¹⁴¹ *The 1899 Act*¹⁴² authorised the Company to construct an extra half-mile of track (see *Annex* to this note), giving compulsory purchase powers that would expire in 1902.¹⁴³ The Company's powers under the 1899 Act would, however, cease if this extension were not completed by 1904.¹⁴⁴ In the event, the abandonment of the railway proposals in 1900 made both the 1898 and 1899 Acts redundant.

Extent

8. The provisions proposed for repeal had no effect outside the present day Greater London and Epping area.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Transport for London, London Underground, the London Underground Railway Society, the Greater London Authority, the City of London Corporation, the London Boroughs of Hackney, Haringey, Islington and Waltham Forest and Essex County Council have been consulted about these repeal proposals.

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¹⁴¹ The 1898 Act, s 6.

¹⁴² The 1899 Act, s 5.

¹⁴³ The 1899 Act, s 10.

¹⁴⁴ The 1899 Act, s 20.

ANNEX

Railway authorised by the London Walthamstow and Epping Forest Railway Act 1894

- (1.) Railway No. 1 1 mile 3 furlongs 0.88 chains in length wholly situate in the county of London commencing in the parish of Saint Luke at a point on the north side of South Place Finsbury ten yards or thereabouts measured in a westerly direction along South Place from the centre of Wilson Street and terminating in the parish of Saint John at Hackney at a point about ten feet to the west of the centre of De Beauvoir Road opposite the end of Benyon Road.
- (2.) Railway No. 2 1 mile 3 furlongs 0.88 chains in length wholly situate in the county of London commencing at a point in the centre of Wilson Street on the boundary between the parishes of Saint Luke and Saint Leonard Shoreditch fourteen yards or thereabouts measured in a northerly direction from the centre of Eldon Street Finsbury and terminating in the parish of Saint John at Hackney at a point about ten feet to the east of the centre of De Beauvoir Road opposite the end of Benyon Road.
- (3.) Railway No. 3 2 miles 3 furlongs 4.8 chains in length wholly in the county of London commencing in the parish of Saint John at Hackney at a point in the centre of De Beauvoir Road opposite the end of Benyon Road and terminating in the said parish of Saint John at Hackney at a point on the north-east side of the road known as Springfield Upper Clapton thirteen yards or thereabouts measured in a south-easterly direction from the south-east corner of the house intended to be numbered 23 and adjoining the house number 24 Springfield.
- (4.) Railway No. 4 2 miles 4 furlongs 7.7 chains in length commencing at the point of termination of Railway No. 3 above described and terminating in the parish of Walthamstow in the county of Essex at a point on the south side of the road known as Church Hill thirteen yards or thereabouts measured in a westerly direction from the centre of Woodbury Road at its junction with Church Hill.
- (5.) Railway No. 5 6 miles 4 furlongs 2.1 chains in length wholly in the county of Essex commencing at the point of termination of Railway No. 4 before described and terminating at a point in the township of Sewardstone in the parish of Waltham Holy Cross at a point on the south-west side of the road known as Avey Lane opposite the road known as Pinnersgreen Lane where it joins the said Avey Lane.
- (6.) Railway No. 6 3 furlongs 8.15 chains in length commencing at the point of termination of Railway No. 3 before described and terminating by a junction with the Cambridge line of the Great Eastern Railway Company in the said parish of Walthamstow at a point twenty yards or thereabouts measured in a south-easterly direction along the centre line of the said line from the centre of the bridge carrying the same over the stream known as Copper Mill Stream.
- (7.) Railway No. 7 1 mile 1 furlong 2.90 chains in length commencing in the said parish of St. John at Hackney by a junction with Railway No. 3 at a point in the garden of the house No. 10 Springfield Upper Clapton which point is thirteen yards or thereabouts from the southern fence of the said garden and twenty-one yards or thereabouts from the west fence of the said garden measured in each case at right angles to the said fences and terminating in the parish of Tottenham in the county of Middlesex by a junction with the Tottenham and

Hampstead Junction Railway at a point two hundred and fifty-five yards or thereabouts measured in an easterly direction along the centre line of that railway from the centre of the bridge carrying the same over the road known as High Road Tottenham.

- (8.) Railway No. 8 1 furlong 8.55 chains in length wholly situate in the said parish of Walthamstow commencing by a junction with Railway No. 4 at the termination thereof before described and terminating by a junction with the Walthamstow and Chingford Railway of the Great Eastern Railway Company at a point seventy-four yards or thereabouts measured in an easterly direction along the centre of that railway from the centre of the bridge carrying Hoe Street over the said railway.

Railway authorised by the London Walthamstow
and Epping Forest Railway Act 1899

A railway at Upper Clapton 3 furlongs 0.95 chain in length wholly situate in the parish of Saint John-at-Hackney in the county of London commencing by a junction with Railway No. 3 authorised by the London Walthamstow and Epping Forest Railway Act 1894 at a point in the grounds formerly attached to Cazenoves House at an angle in the north fence of the garden of the house number one hundred and seventy-four Upper Clapton Road fifty-seven yards or thereabouts measured in an easterly direction from the east side of that road passing thence in an easterly direction across and underneath The Avenue and Mount Pleasant Lane and terminating by a junction with the Cambridge line of the Great Eastern Railway Company at a point twenty yards or thereabouts measured in a southerly direction from the face of the south abutment of the bridge carrying that line over the River Lea at Upper Clapton.

LONDON, WORCESTER, AND SOUTH WALES RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
London, Worcester, and South Wales Railway Act 1865 (28 & 29 Vict. c.cclxx)	The whole Act.
London, Worcester, and South Wales Railway (Deviation) Act 1866 (29 & 30 Vict. c.clxiv)	The whole Act.

London, Worcester, and South Wales Railway Act 1865

London, Worcester, and South Wales Railway (Deviation) Act 1866

1. This note proposes the repeal of two enactments passed in connection with the construction of railways from Stratford-upon-Avon to Worcester. The railway project was abandoned in 1872.
2. The construction of one of the railways was authorised by the *London, Worcester, and South Wales Railway Act 1865* (“the 1865 Act”). The route of the railway was prescribed by section 22 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The London, Worcester, and South Wales Railway Company* (“the Company”) to construct the railway.
4. The powers given by the 1865 Act for the construction of the railway were varied by the *London, Worcester, and South Wales Railway (Deviation) Act 1866* (“the 1866 Act”). The 1866 Act authorised the Company to construct two deviation railways in substitution for parts of the railway authorised by the 1865 Act. The route of these deviation railways was prescribed by section 4 of the 1866 Act and is set out in the *Annex* to this note.
5. The 1865 Act was passed on 5 July 1865. *Section 19* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 40* provided that the railway-construction powers granted to the Company by the Act were to last for only 5 years from that date.

6. In the event, the railway project was abandoned. On 12 July 1872 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that all the railways should be abandoned by the Company.¹⁴⁵ The Company itself was wound up by order of the court dated 2 August 1872.¹⁴⁶

7. Clearly the abandonment of the railway project and the winding up of the Company in 1872 made the 1865 and 1866 Acts unnecessary. Accordingly both Acts have long been spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside the area between Stratford-upon-Avon and Worcester.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Warwickshire County Council and Worcestershire County Council have been consulted about these repeal proposals.

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¹⁴⁵ *The London Gazette*, 2 August 1872, p 3456.

¹⁴⁶ *The London Gazette*, 13 August 1872, p 3666.

ANNEX

Railway authorised by the London, Worcester, and South Wales Railway Act 1865

No.1. A Railway commencing in the Parish of *Old Stratford* in the County of *Warwick* by a Junction with the authorized Line of the *East and West Junction* Railway in a Field numbered 101 in the said Parish on the deposited Plans of that Railway referred to in "*The East and West Junction* Railway Act, 1864," and terminating in the Parish of *Claines* in the County of the City of *Worcester* by a Junction with the *Great Western* Railway at or near the Bridge carrying the said Railway over the Turnpike Road leading from *Worcester* to *Astwood*.

No.2. A Railway commencing in the Parish of *Claines* in the County of the City of *Worcester* by a Junction with Railway No.1 near to the Termination thereof, and terminating in the Parish of *Saint Nicholas* in the County of the City of *Worcester* at *Sansom Walk* opposite to *Pierpoint Street*.

No.3. A Railway commencing in the Parish of *Bidford* in the County of *Warwick* by a Junction with Railway No.1 in a Field known as *Elton's Close*, and terminating in the Parish of *Salford Priors* in the same County by a Junction with the authorized Line of the *Evesham and Redditch* Railway in a Field numbered 170 in the said Parish on the deposited Plans of that Railway referred to in "*The Evesham and Redditch* Railway Act, 1863."

Railway authorised by the London, Worcester, and South Wales Railway (Deviation) Act 1866

A Deviation Railway (No.1), 3 Miles 1 Furlong 4.5 Chains in Length, commencing in the Parish of *Abbots Morton* in the County of *Worcester* by a Junction with the Company's authorized Railway No.1 in a Field numbered Twenty-six in that Parish on the Plans and Sections deposited in respect of the said authorized Railway, and referred to in the Act of 1865, and terminating in the Parish of *Grafton Flyford* in the County of *Worcester* by a Junction with the said authorized Railway No.1 in a Field numbered Two in that Parish and shown on the said deposited Plans.

A Deviation Railway (No.2), 1 Mile 4 Furlongs 3.35 Chains in Length, commencing in the Parish of *Warndon* in the County of *Worcester* by a Junction with the said authorized Railway (No.1.) in a Field numbered Twenty-nine in that Parish on the said deposited Plans, and terminating in the Parish of *Claines* in the City of *Worcester* by a Junction with the said authorized Railway No.1 in a Field numbered Twenty-eight in that Parish on the said deposited Plans.

LUDDENDEN VALLEY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Luddenden Valley Railway Act 1865 (28 & 29 Vict. c.xxiii)	The whole Act.

Luddenden Valley Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in West Yorkshire. The railway project was abandoned in 1870.
2. The construction of the railway was authorised by the *Luddenden Valley Railway Act 1865* (“the 1865 Act”). The route of the railway was prescribed by section 33 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Luddenden Valley Railway Company* (“the Company”) to construct the railway.
4. The 1865 Act was passed on 26 May 1865. *Section 34* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 36* provided that the powers granted to the Company by the Act to make the railway were to last for only 4 years from that date.
5. In the event, the railway project was abandoned. On 26 September 1870 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.¹⁴⁷
6. Clearly the abandonment of the railway project in 1870 made the 1865 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside West Yorkshire.

¹⁴⁷ *The London Gazette*, 4 October 1870, p 4346.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, West Yorkshire Passenger Transport Executive and Calderdale Metropolitan Borough Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Luddenden Valley Railway Act 1865

A Railway, with all necessary Stations, Bridges, Works, and Conveniences connected therewith and Approaches thereto, commencing by a Junction with the Rails of the *Lancashire and Yorkshire* Railway near the *Luddenden Foot* Station of that Railway in the Township of *Sowerby* and Parish of *Halifax* in the West Riding of the County of *York*, and terminating at *Little Holme House* in the said Parish of *Halifax* in the said Riding.

LYNTON RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Lynton Railway Act 1885 (48 & 49 Vict. c.cliv)	The whole Act.
Lynton Railway Act 1886 (50 Vict. c.xxxii)	The whole Act.
Lynton Railway Act 1890 (53 & 54 Vict. c.ccxiv)	The whole Act.

Lynton Railway Acts 1885, 1886 and 1890

1. This note proposes the repeal of three enactments passed in connection with the construction of a railway in Devon. The railway project was abandoned in or around 1894.
2. The construction of the railway was authorised by the *Lynton Railway Act 1885* ("the 1885 Act"). The route of the railway was prescribed by section 5 of the 1885 Act and is set out in the *Annex* to this note.
3. The 1885 Act incorporated a company called *The Lynton Railway Company* ("the Company") to construct the railway. The powers given by the 1885 Act for the construction of the railway were extended by the *Lynton Railway Act 1886* ("the 1886 Act"), the *Lynton Railway Act 1887* ("the 1887 Act")¹⁴⁸ and *the Lynton Railway Act 1890* ("the 1890 Act").
4. The 1885 Act was passed on 6 August 1885. *Section 28* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 38* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. *The 1886 Act* authorised the Company to extend the railway authorised by the 1885 Act. The route of this extension railway was prescribed by section 4 of the 1866 Act and is set out in the *Annex* to this note. *Section 8* provided that the powers

¹⁴⁸ 50 & 51 Vict. c.cxciv.

conferred by the Act for the compulsory purchase of land for the purposes of the Act were not to be exercisable after 25 September 1889. *Section 15* provided that the powers granted to the Company by the Act to make and complete the extension railway were not to be exercisable after 25 September 1891.

6. *The 1887 Act* authorised the Company to carry out additional works including deviations to the railway works authorised by the 1885 and 1886 Acts. These works were not proceeded with and the 1887 Act was repealed by the 1890 Act.¹⁴⁹

7. The *preamble* to the *1890 Act* recorded that it was expedient that the railway projects authorised by the 1885 and 1887 Acts should be abandoned.¹⁵⁰ By contrast, the 1886 extension railway was to be proceeded with. *Section 4* extended to 25 September 1894 the period allowed for completing the railway authorised by the 1886 Act, after which date the Company's powers to build the railway were to cease.

8. In the event, the railway project were abandoned. Although no formal steps authorising the abandonment seem to have been taken, no railway was ever built using the powers provided by the 1885, 1886 or 1890 Acts. The statutory authority to build the railway lapsed on 25 September 1894 by virtue of the 1890 Act. It seems likely that the construction project was abandoned sometime during the period 1891 to 1894.¹⁵¹

9. Clearly the abandonment of the railway project in or around 1894 made the 1885, 1886 and 1890 Acts unnecessary. Accordingly all three Acts have long been spent and may now be repealed.

Extent

10. The provisions proposed for repeal had no effect outside Devon.

¹⁴⁹ The 1890 Act, s 10.

¹⁵⁰ The 1890 Act repealed parts of the 1885 and 1886 Acts as well as the whole of the 1887 Act: section 10.

¹⁵¹ A separate railway, known as the *Lynton and Barnstaple Railway*, opened in May 1898 pursuant to the *Lynton and Barnstaple Railway Act 1895* (58 & 59 Vict, c.lxxii). The railway was acquired by the Southern Railway in 1923. The line closed in September 1935, but was re-opened in 2005 after its acquisition by the Lynton and Barnstaple Railway Trust.

Consultation

11. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Lynton and Barnstaple Railway Company and Devon County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Lynton Railway Act 1885

A railway ten miles six furlongs and two chains in length commencing in the parish of Filleigh in and near the eastern boundary of a field lying immediately to the northward of the public road at the Filleigh Station on the Devon and Somerset Railway and at a point seventy yards or thereabouts measured in a northerly direction from the eastern end of the passenger platform of that station and terminating in the parish of Kentisbury in and near the western boundary of that portion of a field which is numbered on the tithe commutation map of that parish 240 and bounded on the southward by the main road leading from Blackmoor Gate to Bratton Fleming and Challacombe and at a point thirty-three yards or thereabouts measured in a north-easterly direction from the junction of that road with the road leading to Westland Pound.

Railway authorised by the Lynton Railway Act 1886

A railway 7 miles 5 furlongs 9 chains and 85 links or thereabouts in length commencing in the parish of Kentisbury by a junction with the authorised railway of the Company at or near the termination thereof and terminating in the parish of Lynton in a field numbered 237 on the tithe commutation map of that parish.

MANCHESTER AND MILFORD RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Manchester and Milford Railway (Devil's Bridge Branch Abandonment) Act 1880 (43 & 44 Vict. c.lxv)	The whole Act.

Manchester and Milford Railway (Devil's Bridge Branch Abandonment) Act 1880

1. This note proposes the repeal of an enactment passed to abandon the construction of a branch railway in the area of Llanfihangel-y-Creuddyn in Wales. The railway project was abandoned in 1880.

2. The construction of the branch railway was authorised by the Manchester and Milford Railway (Devil's Bridge Branch) Act 1873 ("the 1873 Act").¹⁵² The route of the railway was prescribed by section 4 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act authorised *The Manchester and Milford Railway Company* ("the Company") to construct the railway.¹⁵³ The powers given by the 1873 Act for the construction of the railway were extended by the Manchester and Milford Railway Act 1876 ("the 1876 Act").¹⁵⁴

4. The purpose of the *Manchester and Milford Railway (Devil's Bridge Branch Abandonment) Act 1880* ("the 1880 Act") was to authorise the abandonment of the branch railway construction proposals. The preamble to the 1880 Act recorded that the Company had not exercised any of its powers under the 1873 or 1876 Acts in relation to the purchase of land for, and the construction of, the railway. Moreover the Manchester and Milford Railway was in the hands of the Official Receiver.¹⁵⁵

¹⁵² 36 & 37 Vict. c.viii.

¹⁵³ The Company had been incorporated by the Manchester and Milford Railway Act 1860 (23 & 24 Vict. c.clxxv).

¹⁵⁴ 39 & 40 Vict. c.ix.

¹⁵⁵ The line constructed by the Company under the Manchester and Milford Railway Act 1860 became vested in the Great Western Railway in 1911: Manchester and Milford Railway (Vesting) Act 1911 (1 & 2 Geo.5 c.xv).

5. The 1880 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the branch railway authorised by the 1873 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) once all the Company's debts and liabilities incurred pursuant to the 1873 Act had been satisfied, "the Acts of 1873 and 1876 shall, as regards the said branch railway, be by this Act repealed" (*section 6*)
 - (g) payment of expenses of obtaining the 1880 Act (*section 7*).
6. Clearly the purpose of the 1880 Act (the abandonment of the railway proposals) has long since been fulfilled. Similarly any claims for compensation arising under the 1880 Act will have long since been barred by passage of time. Accordingly the 1880 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Ceredigion County in Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Ceredigion County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Manchester and Milford Railway (Devil's Bridge Branch) Act 1873

A railway (wholly situate in the county of Cardigan), seven miles and six furlongs in length, commencing by a junction with the Company's existing line in the parish of Llanfihangel-y-Croyddyn, about 880 yards westward of the bridge carrying that line over the public road leading from the village of Llanilar to Crosswood, and terminating in a field or close of land in the said parish, called or known by the name of Rhostyddyn, belonging or reputed to belong to John Barton Balcombe, and occupied by Hugh Jones, and which field abuts on the west side of the public road leading from Devil's Bridge to Cwmystwyth.

MARKET DEEPING RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Market Deeping Railway (Abandonment) Act 1883 (46 & 47 Vict. c.clxx)	The whole Act.

Market Deeping Railway (Abandonment) Act 1883

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway from the parish of Helpstone (near Peterborough) to Market Deeping in Lincolnshire. The railway project was abandoned in 1883.
2. The construction of the railway was authorised by the Market Deeping Railway Act 1878 (“the 1878 Act”).¹⁵⁶ The route of the railway was prescribed by section 5 of the 1878 Act and is set out in the *Annex* to this note.
3. The 1878 Act incorporated a company called *The Market Deeping Railway Company* (“the Company”) to construct the railway.
4. The purpose of the Market Deeping Railway (Abandonment) Act 1883 (“the 1883 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1883 Act recorded that the Company had been unable to raise sufficient capital to construct the railway.
5. The 1883 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) interpretation (*section 2*)
 - (c) the Company to abandon the making of the railway authorised by the 1878 Act (*section 3*)
 - (d) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 4*)
 - (e) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 5*)
 - (f) repayment of deposit money (*section 6*)

¹⁵⁶ 41 & 42 Vict. c.lxxxvii.

- (g) the Company to proceed immediately to wind up its affairs and settle debts (*section 7*)
- (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1878 shall be by this Act repealed" (*section 8*)
- (i) payment of expenses of obtaining the 1883 Act (*section 9*).

6. Clearly the purposes of the 1883 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1883 Act will have long since been barred by passage of time. Accordingly the 1883 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Peterborough area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Lincolnshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Market Deeping Railway Act 1878

A railway, three miles two chains and twenty links in length, commencing in the parish of Helpstone, in the liberty of Peterborough, in the county of Northampton, by a junction with the main up line of the Great Northern Railway Company, nearly opposite the northern end of their Helpstone signal box, and terminating in the parish of Market Deeping, in the parts of Kesteven, in the county of Lincoln, in a pasture field belonging or reputed to belong to and in the occupation of John Thorpe the elder, situated on the north side of and adjoining the main public highway leading from Market Deeping to Stamford.

MERIONETHSHIRE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Merionethshire Railway (Abandonment) Act 1887 (50 & 51 Vict. c.cviii)	The whole Act.

Merionethshire Railway (Abandonment) Act 1887

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Ffestiniog and Llandecwyn in Caernarfonshire. The railway project was abandoned in 1887.
2. The construction of the railway was authorised by the Merionethshire Railway Act 1871 (“the 1871 Act”).¹⁵⁷ The route of the railway was prescribed by section 5 of the 1871 Act and is set out in the *Annex* to this note.
3. The 1871 Act incorporated a company called *the Merionethshire Railway Company* (“the Company”) to construct the railway. The powers given by the 1871 Act for the construction of the railway were extended by the Merionethshire Railway (Extension of Time) Acts 1876,¹⁵⁸ 1879¹⁵⁹ and 1882.¹⁶⁰
4. The purpose of the *Merionethshire Railway (Abandonment) Act 1887* (“the 1887 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1887 Act recorded that the funds of the Company were wholly insufficient for the making of the railway; and that the Company had not exercised any of its powers under the 1871 Act in relation to the taking of land or the making of the railway.
5. The 1887 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

¹⁵⁷ 34 & 35 Vict. c.lxxii.

¹⁵⁸ 39 & 40 Vict. c.lxxvii.

¹⁵⁹ 42 & 43 Vict. c.liii.

¹⁶⁰ 45 & 46 Vict. c.xvi.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) status of the Company under the Companies Acts (*section 7*)
- (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and thereupon the Act of 1871 and all other Acts relating to the Company shall be by this Act repealed" (*section 8*)
- (i) payment of expenses of obtaining the 1887 Act (*section 9*).

6. Clearly the purposes of the 1887 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1887 Act will have long since been barred by passage of time. Accordingly the 1887 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside north Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Gwynedd County Council have been consulted about these repeal proposals.

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Railway authorised by the Merionethshire Railway Act 1871

- (1.) A railway (No. 1), three miles one furlong eight chains and thirty-five links or thereabouts in length, commencing in the parish of Festiniog in the county of Merioneth by a junction with the Festiniog and Blaenau Railway, and terminating in the parish of Maentwrog, in the same county, in a plantation on a farm called Hendre Mŵr, belonging or reputed to belong to Morgan Lloyd, Esquire.
- (2.) A railway (No. 2), six miles seven furlongs eight chains and five links or thereabouts in length, commencing by a junction with the first-mentioned railway (No. 1), and terminating in the parish of Llandecwyn in the said county of Merioneth by a junction with the railway of the Cambrian Railways Company.

METROPOLITAN OUTER CIRCLE RAILWAY COMPANY (1)

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Metropolitan Outer Circle Railway (Abandonment) Act 1885 (48 & 49 Vict. c.clxiii)	The whole Act.

Metropolitan Outer Circle Railway (Abandonment) Act 1885

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in London from Ealing in the west via Tottenham in the north through to Ilford, Barking and West Ham in the east. The railway project was abandoned in 1885.

2. The construction of the railway was authorised by the Metropolitan Outer Circle Railway Act 1882 (“the 1882 Act”).¹⁶¹ The route of the railway was prescribed by section 5 of the 1882 Act and is set out in the *Annex* to this note.

3. The 1882 Act incorporated a company called *The Metropolitan Outer Circle Railway Company* (“the Company”) to construct the railway. The powers given by the 1882 Act for the construction of the railway were amended by the Metropolitan Outer Circle Railway Act 1883 (“the 1883 Act”).¹⁶²

4. The purpose of the *Metropolitan Outer Circle Railway (Abandonment) Act 1885* (“the 1885 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1885 Act recorded that the Company had not exercised any of its powers under the 1882 or 1883 Acts in relation to the purchase of land for, and the construction of, the railway.

5. The 1885 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1882 and 1883 Acts (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

¹⁶¹ 45 & 46 Vict. c.cclxiv.

¹⁶² 46 & 47 Vict. c.ccviii.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1882 and the Act of 1883 respectively shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1885 Act (*section 8*).

6. Clearly the purposes of the 1885 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1885 Act will have long since been barred by passage of time. Accordingly the 1885 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the present day Greater London area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, London Underground, the London Underground Railway Society, Transport for London and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Metropolitan Outer Circle Railway Act 1882

Railway (No. 1), 2 furlongs, 9 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Ealing by a junction with the Acton and Ealing Railway of the Metropolitan District Railway Company, and terminating in the parish of Acton by a junction with the Railway No. 3 by this Act authorised, in a field numbered 108 on the Ordnance map of that parish;

Railway (No. 2), 1 furlong, 8.30 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Ealing by a junction with the lines of railway known as the Relief lines of the Great Western Railway Company, and terminating in the parish of Acton by a junction with the Railway No. 3, by this Act authorised;

Railway (No. 3), 2 miles, 1 furlong, 3 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Acton by a junction with the Railways Nos. 1 and 2, or one of them, by this Act authorised, and terminating in the parish of Harrow-on-the-Hill, in a field numbered 1520 on the Ordnance map of that parish;

Railway (No. 5), 6 furlongs, 5.40 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Harrow-on-the-Hill by a junction with the Railway No. 3, by this Act authorised, and terminating in the parish of Harrow-on-the-Hill, in a field numbered 1366 on the Ordnance map of that parish;

Railway (No. 6), 1 mile, 1 furlong, 7.35 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Willesden by a junction with the railway authorised by the Midland and South-western Junction Railway Act, 1864, and terminating in the parish of Harrow-on-the-Hill by a junction with the Railway No. 7, by this Act authorised;

Railway (No. 7), 4 furlongs, 0.55 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Harrow-on-the-Hill by a junction with the Railways Nos. 5 and 6, or one of them, by this Act authorised, and terminating in the parish of Kingsbury, in a field numbered 257 on the Ordnance map of that parish;

Railway (No. 8), 3 furlongs, 4.90 chains in length, wholly situate in the county of Middlesex, and parish of Kingsbury, commencing by a junction with the railway authorised by the Kingsbury and Harrow Railway Act, 1874, and terminating by a junction with the Railway No. 9, by this Act authorised;

Railway (No. 9), 2 miles, 5 furlongs, 6 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Kingsbury by a junction with the Railways Nos. 7 and 8, or one of them, by this Act authorised, and terminating in the parish of Hendon, in a field numbered 756 on the Ordnance map of that parish;

Railway (No. 11), 1 furlong, 9 chains in length, wholly situate in the county of Middlesex and parish of Hendon, commencing by a junction with the up main line of the Midland Railway Company, and terminating by a junction with the Railway No. 11A, by this Act authorised;

Railway (No. 11A), 1 furlong, 6.75 chains in length, wholly situate in the county of Middlesex and parish of Hendon, commencing by a junction with the Railway No. 11, by this Act authorised, and terminating by a junction with the Railway No. 12, by this Act authorised;

Railway (No. 12), 4 miles, 1 furlong, 3.15 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Hendon by a junction with the Railways Nos. 9 and 11A, or one of them, by this Act authorised, and terminating in the parish of Tottenham, in a field numbered 14 on the Ordnance map of that parish;

Railway (No. 13), 1 furlong, 9 chains in length, wholly situate in the county of Middlesex and parish of Tottenham, commencing by a junction with the Railway No. 12, by this Act authorised, and terminating in a field numbered 5 on the Ordnance map of that parish;

Railway (No. 14), 1 furlong, 4 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Edmonton by a junction with the main line of the Great Northern Railways Company, and terminating in the parish of Tottenham by a junction with the Railway No. 13, and also with the Railway No. 15, by this Act authorised or one of them;

Railway (No. 15), 2 furlongs, 1 chain in length, wholly situate in the county of Middlesex and parish of Tottenham, commencing by a junction with the Railway No. 14, by this Act authorised, and terminating in a field numbered 20 on the Ordnance map of that parish;

Railway (No. 16), 2 furlongs, 3.50 chains in length, wholly situate in the county of Middlesex and parish of Tottenham, commencing by a junction with the Railway No. 12, by this Act authorised, and terminating by a junction with the Railway No. 17, by this Act authorised;

Railway (No. 17), 3 miles, 5 furlongs, 5.10 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Tottenham by a junction with the Railways Nos. 15 and 16, or one of them, by this Act authorised, and terminating in the parish of Tottenham in a field numbered 142 on the Ordnance map of that parish;

Railway (No. 18), 3 furlongs, 3.50 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Edmonton by a junction with the Cambridge down main line of the Great Eastern Railway Company, and terminating in the parish of Tottenham by a junction with the Railway No. 20, by this Act authorised;

Railway (No. 19), 2 furlongs, 2.40 chains in length, wholly situate in the county of Middlesex, commencing in the parish of Edmonton by a junction with the Cambridge up main line of the Great Eastern Railway Company, and terminating in the parish of Tottenham by a junction with the Railway No. 20, by this Act authorised;

Railway (No. 20), 6 miles, 1.80 chains in length, commencing in the parish of Tottenham, in the county of Middlesex, by a junction with the Railways Nos. 17, 18 and 19, or some or one of them, by this Act authorised, and terminating in the parish of Barking, in the county of Essex, at the fence dividing the two fields numbered 784 and 827 on the Ordnance map of that parish;

Railway (No. 21), 2 furlongs, 9 chains in length, wholly situate in the county of Essex, commencing in the parish of Barking by a junction with the Railway No. 20, by this Act authorised, and terminating in the parish of Little Ilford by a junction with the Colchester main line of the Great Eastern Railway Company;

Railway (No. 22), 1 mile, 1.95 chains in length, wholly situate in the county of Essex, commencing in the parish of Barking by a junction with the Railway No. 20, by this

Act authorised, and terminating in the parish of Little Ilford in a field numbered 104 on the Ordnance map of that parish;

Railway (No. 23), 1 furlong, 8.20 chains in length, wholly situate in the county of Essex, commencing in the parish of Little Ilford by a junction with the Railway No. 22, by this Act authorised, and terminating in the parish of Barking by a junction with the Forest Gate Junction Branch Railway of the London, Tilbury and Southend Railway Company;

Railway (No. 24), 3 miles, 0.80 chains in length, wholly situate in the county of Essex, commencing in the parish of Little Ilford by a junction with the Railway No. 22, by this Act authorised, and terminating in the parish of West Ham by a junction with the railway belonging to the London and Saint Katherine Docks Company and the Great Eastern Railway Company, or one of them;

METROPOLITAN OUTER CIRCLE RAILWAY COMPANY (2)

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Metropolitan Outer Circle Railway (Abandonment) Act 1895 (58 & 59 Vict. c.vi)	The whole Act.

Metropolitan Outer Circle Railway (Abandonment) Act 1895

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in London from Ealing in the west to Tottenham in the north. The railway project was abandoned in 1895. Although similar in some respects to the abortive plans to build a railway some years earlier (see the note on the *Metropolitan Outer Circle Railway (Abandonment) Act 1885*), the two projects were run by different promoters.

2. The construction of the railway was authorised by the Metropolitan Outer Circle Railway Act 1888 (“the 1888 Act”).¹⁶³ The route of the railway was prescribed by section 5 of the 1888 Act and is set out in the *Annex* to this note.

3. The 1888 Act incorporated a company called *The Metropolitan Outer Circle Railway Company* (“the Company”) to construct the railway. The powers given by the 1888 Act for the compulsory purchase of land and for the completion of the construction works were extended by the Metropolitan Outer Circle Railway (Extension of Time) Act 1891 (“the 1891 Act”)¹⁶⁴ and by the Metropolitan Outer Circle Railway (Extension of Time) Act 1893 (“the 1893 Act”).¹⁶⁵ The power for the compulsory purchase of land and for the completion of the construction works finally expired on 31 December 1894,¹⁶⁶ and 7 August 1898¹⁶⁷ respectively.

4. The purpose of the *Metropolitan Outer Circle Railway (Abandonment) Act 1895* (“the 1895 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1895 Act recorded that it had been found impossible to raise the money necessary for the construction of the railway, and that the Company had not exercised any of its

¹⁶³ 51 & 52 Vict. c.clxxxiv.

¹⁶⁴ 54 & 55 Vict. c.clxxxvii.

¹⁶⁵ 56 & 57 Vict. c.clxx.

¹⁶⁶ The 1893 Act, s.3.

¹⁶⁷ The 1893 Act, s.4.

powers under the 1888 Act in relation to the compulsory purchase of land for, and the making of, the railway.

5. The 1895 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1888 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1888 1891 and 1893 respectively shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1895 Act (*section 8*).

6. Clearly the purposes of the 1885 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1885 Act will have long since been barred by passage of time. Accordingly the 1885 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the present day Greater London area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, London Underground, the London Underground Railway Society, Transport for London and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Metropolitan Outer Circle Railway Act 1888

Railway No. 1, 2 furlongs 9 chains or thereabouts in length commencing in the parish of Ealing by a junction with the Acton and Ealing Railway of the Metropolitan District Railway Company and terminating in the parish of Acton by a junction with the Railway No. 3 by this Act authorised in a field numbered 108 on the Ordnance map of that parish.

Railway No. 2, 1 furlong 8.30 chains or thereabouts in length commencing in the said parish of Ealing by a junction with the lines of railway known as the relief lines of the Great Western Railway Company and terminating in the parish of Acton by a junction with the Railway No. 3 by this Act authorised.

Railway No. 3, 2 miles 7 furlongs 8.40 chains or thereabouts in length commencing in the said parish of Acton by a junction with the Railways Nos. 1 and 2 by this Act authorised or one of them at or near the point above described as the termination of the said Railway No. 1 and terminating in the parish of Harrow-on-the-Hill in a field numbered 1366 on the Ordnance map of that parish.

Railway No. 4, 1 mile 1 furlong 7.35 chains or thereabouts in length commencing in the parish of Willesden by a junction with the railway constructed under and authorised by the Midland and South-western Junction Railway Act 1864 and terminating in the parish of Harrow-on-the-Hill by a junction with the Railway No. 5 by this Act authorised.

Railway No. 5, 4 furlongs 0.55 chains or thereabouts in length commencing in the parish of Harrow-on-the-Hill by a junction with the Railways Nos. 3 and 4 by this Act authorised or one of them at or near the point above described as the termination of the Railway No.3 by this Act authorised and terminating in the parish of Kingsbury in a field numbered 257 on the Ordnance map of that parish.

Railway No. 6, 3 furlongs 4.90 chains or thereabouts in length wholly situate in the parish of Kingsbury commencing by a junction with the railway of the Metropolitan Railway Company constructed under and authorised by the Kingsbury and Harrow Railway Act 1874 and terminating by a junction with the Railway No. 7 by this Act authorised.

Railway No. 7, 2 miles 5 furlongs 6 chains or thereabouts in length commencing in the parish of Kingsbury by a junction with the Railways Nos. 5 and 6 by this Act authorised or one of them at or near the point above described as the termination of the Railway No.5 and terminating in the parish of Hendon in a field numbered 756 on the Ordnance map of that parish.

Railway No. 8, 3 furlongs 5.75 chains or thereabouts in length wholly situate in the parish of Hendon commencing by a junction with the main line of the Midland Railway Company and terminating by a junction with the Railway No. 9 by this Act authorised.

Railway No. 9, 4 miles 1 furlong 3.15 chains or thereabouts in length commencing in the parish of Hendon by a junction with the Railways Nos. 7 and 8 by this Act authorised or one of them and terminating in the parish of Tottenham in the field numbered 14 on the Ordnance map of that parish.

Railway No. 10, 1 furlong 9 chains or thereabouts in length commencing wholly situate in the parish of Tottenham commencing by a junction with the Railway No. 9 by this Act authorised and terminating in a field numbered 5 on the Ordnance map of that parish.

Railway No. 11, 1 furlong 4 chains or thereabouts in length commencing in the parish of Edmonton by a junction with the main line of the Great Northern Railway Company and terminating in the parish of Tottenham by a junction with the Railways Nos. 10 and 12 by this Act authorised or one of them.

Railway No. 12, 2 furlongs 1 chain or thereabouts in length wholly situate in the parish of Tottenham commencing by a junction with Railway No. 11 by this Act authorised and terminating in the field numbered 20 on the Ordnance map of that parish.

Railway No. 13, 2 furlongs 3.50 chains or thereabouts in length wholly situate in the parish of Tottenham commencing by a junction with the Railway No. 9 by this Act authorised at or near the point above described as the termination thereof and terminating by a junction with the Railway No. 14 by this Act authorised.

Railway No. 14, 3 miles or thereabouts in length commencing in the parish of Tottenham by a junction with Railways Nos. 12 and 13 by this Act authorised or one of them and terminating in the parish of Tottenham in the field numbered 132 on the Ordnance map of that parish.

Railway No. 15, 7 furlongs or thereabouts in length situate wholly in the parish of Tottenham commencing by a junction with the Railway No. 14 by this Act authorised at or near the point above described as the termination of the said Railway No. 14 and terminating by a junction with the Cambridge up main line of the Great Eastern Railway.

Railway No. 16, 5 furlongs 3.80 chains or thereabouts in length wholly situate in the parish of Tottenham commencing by a junction with the said Railway No. 14 at or near the point above described as the termination of that railway and terminating by a junction with the Cambridge down main line of the Great Eastern Railway.

MIDLAND AND CENTRAL WALES JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Midland and Central Wales Junction Railway (Abandonment) Act 1886 (50 Vict. c.li)	The whole Act.

Midland and Central Wales Junction Railway (Abandonment) Act 1886

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in between Stokesay in Shropshire and Willenhall, near Wolverhampton. The railway project was abandoned in 1886.
2. The construction of the railway was authorised by the Midland and Central Wales Junction Railway Act 1883 (“the 1883 Act”).¹⁶⁸ The route of the railway was prescribed by section 5 of the 1883 Act and is set out in the *Annex* to this note.
3. The 1883 Act incorporated a company called *the Midland and Central Wales Junction Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Midland and Central Wales Junction Railway (Abandonment) Act 1886* (“the 1886 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1886 Act recorded that the Company had not exercised any of its powers under the 1883 Act in relation to the purchase of land or the construction of the railway.
5. The 1886 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1883 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹⁶⁸ 46 & 47 Vict. c.ccix.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1883 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1886 Act (*section 8*).

6. Clearly the purposes of the 1886 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1886 Act will have long since been barred by passage of time. Accordingly the 1886 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the area between Stokesay and Willenhall.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Shropshire County Council and the West Midlands Passenger Transport Executive have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Midland and Central Wales Junction Railway Act 1883

A main line of Railway (36 miles 7 furlongs 4 chains in length) commencing by a junction with the Shrewsbury and Hereford Railway in the parish of Stokesay county of Salop immediately upon the south side of the bridge which carries that railway over the public road from the Craven Arms Hotel to Clun and terminating by a junction with the Wolverhampton and Walsall line of the Midland Railway at about 250 yards west of the booking office at the Willenhall Market-place station of that railway in the township of Willenhall parish of Wolverhampton county of Stafford.

Branch Railway No. 1 (3 furlongs 1 chain in length) wholly in the said parish of Stokesay commencing by a junction with the proposed main line of Railway aforesaid in a field numbered 188 on the tithe map of the parish of Stokesay aforesaid and terminating by a junction with the Central Wales Railway at about 450 yards westward of the junction of that railway with the Shrewsbury and Hereford Railway aforesaid.

Branch Railway No. 3 (3 furlongs in length) wholly in the township and parish of Wolverhampton in Staffordshire commencing by a junction with the said proposed main line of Railway on a piece of land numbered 877 on the tithe map of the township of Wolverhampton and terminating by a junction with the Stour Valley Railway at the south side of the bridge which carries the said railway over the public road leading from the Wolverhampton and Bilston Road to Dixon Street.

Branch Railway No. 5 (6 furlongs 9.30 chains in length) wholly in the said township of Willenhall commencing by a junction with the main line of Railway on the site numbered 674 on the tithe map for the township of Willenhall and terminating by a junction with the London and North-western Railway about 440 yards west of the passenger station at Willenhall.

NETTLEBRIDGE VALLEY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Nettlebridge Valley Railway (Abandonment) Act 1878 (41 & 42 Vict. c.lxxxv)	The whole Act.

Nettlebridge Valley Railway (Abandonment) Act 1878

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in the parishes of Mells and Chilcompton in Somerset.¹⁶⁹ The railway project was abandoned in 1878.

2. The construction of the railway was authorised by the Nettlebridge Valley Railway Act 1874 (“the 1874 Act”).¹⁷⁰ The route of the railway was prescribed by section 5 of the 1874 Act and is set out in the *Annex* to this note.

3. The 1874 Act incorporated a company called *The Nettlebridge Valley Railway Company* (“the Company”) to construct the railway. The railway, once opened, would be operated by the Great Western Railway Company.

4. The purpose of the *Nettlebridge Valley Railway (Abandonment) Act 1878* (“the 1878 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1878 Act recorded that the Company had been unable to raise the funds required to construct the railway.

5. The 1878 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1874 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)

¹⁶⁹ Mells is near Frome. Chilcompton is near Radstock.

- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1874 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1878 Act (*section 8*).

6. Clearly the purposes of the 1878 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1878 Act will have long since been barred by passage of time. Accordingly the 1878 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the area of Mells and Chilcompton in Somerset.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Somerset County Council have been consulted about these repeal proposals.

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¹⁷⁰ 37 & 38 Vict. c.clxxi.

ANNEX

Railway authorised by the Nettlebridge Valley Railway Act 1874

A railway (No. 1), 1 mile 1 furlong and 6.90 chains in length, to be situate wholly in the parish of Mells in the county of Somerset, commencing by a junction with the Radstock Branch Railway of the Great Western Railway Company near the goods shed at Mells station, and terminating on the said private railway of the Westbury Iron Company, Limited, near the bridge which carries the public road from Vobster to Kilmersdon over that railway.

A railway (No. 2), 5 miles and 2 furlongs in length, commencing in the said parish of Mells at the termination of railway No. 1, and terminating in the parish of Chilcompton in the said county of Somerset, in a field called Lower Stock Hill belonging or reputed to belong to the Marquis of Bath, and in the occupation of William James.

NORTH AND SOUTH WILTSHIRE JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
North and South Wiltshire Junction Railway Act 1865 (28 & 29 Vict. c.cccxxxviii)	The whole Act.

North and South Wiltshire Junction Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Wiltshire. The railway project was abandoned in 1870.
2. The construction of the railway was authorised by the *North and South Wiltshire Junction Railway Act 1865* ("the 1865 Act"). The route of the railway was prescribed by section 22 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The North and South Wiltshire Junction Railway Company* ("the Company") to construct the railway.
4. The 1865 Act was passed on 5 July 1865. *Section 20* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 26* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 23 July 1870 the Board of Trade, pursuant to the *Abandonment of Railways Act 1850* and the *Railway Companies Act 1867*, issued a warrant ordering and declaring that the railway should be abandoned by the Company.¹⁷¹
6. Clearly the abandonment of the railway project in 1870 made the 1865 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Wiltshire.

¹⁷¹ *The London Gazette*, 19 August 1870, p 3883.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Wiltshire County Council have been consulted about these repeal proposals.

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Railway authorised by the North and South Wiltshire Junction Railway Act 1865

A Railway, called Railway No.1, commencing by a Junction with the authorized Line of the *Wilts and Gloucestershire* Railway, in the Parish of *Christian Malford* in the County of *Wilts*, in a Field or Inclosure numbered 16 on the Plans of the said Railway deposited with the Clerk of the Peace for the County of *Wilts* in the Month of *November* One thousand eight hundred and sixty-three, and terminating at a Point in an Arable Field belonging to the Executors of the late *Joseph Hayward* and in the Occupation of *Charles Wiltshire*, which said Point is about Two hundred and forty Yards to the South of the Rails of the *Berks and Hants* Railway, measured from a Point on the said Rails about Four hundred and twenty Yards to the East of the Bridge carrying a Road over the said Railway immediately adjoining the *Woodborough* Station of the said last-mentioned Railway, in the Parish of *Beechingstoke* otherwise *Beachingstoke* in the aforesaid County, which said intended Railway will pass from, through, or into or be situate within the several Parishes, Townships, and Extra-parochial or other Places following, or some of them; (that is to say,) *Christian Malford, Sutton Benger, Draycot Cerne, Foxham, Kellaways, Tytherton Lucas, Bremhill, Hilmarton, Compton Bassett, Calne, Blackland, Cherhill, Avebury, Calstone Willington, or Calstone, Heddington, Bishop's Cannings, All Cannings, Stanton Saint Barnard, Eitchilhampton, Alton, Alton Barns, Alton Priors, Wilcot, Woodborough, Beechingstoke* otherwise *Beachingstoke, Wivelsford, Newington, or North Newnton, Patney, Coate, Manningford, Manningford Bohun, Manningford Bruce, Clack, Lyneham, Cherrington or Cherrton, Quemeford, Allington, Boton, Easton, Horton, Little Horton, Bottlesford, and Manningford Abbotts*, all in the said County of *Wilts*.

A Railway, called Railway No.2, commencing by a Junction with Railway No.1 in the Parish of *Woodborough* in the aforesaid County, in a Meadow Field belonging or reputed to belong to the Lord *Normanton*, and in the Occupation of *Samuel Robbins, Ebenezer Lane, and Thomas Pinniger*, or One of them, which said Field is commonly called or known by the Name of *Rye Hurst* or *Turner's Hurst*, and terminating in the said Parish of *Beechingstoke* otherwise *Beachingstoke* in the aforesaid County, upon Lands of the *Berks and Hants* Railway Company, at a Point distant Twenty Feet or thereabouts from and to the North of the Northernmost Rail on the last-mentioned Railway, opposite to a Mile Post indicating Seventy-eight and a Half Miles from London; which said intended Railway will pass from, through, or into or be situate within the several Parishes, Townships, and Extra-parochial or other Places following, or some of them; (that is to say,) *Woodborough, Beechingstoke* otherwise *Beachingstoke, Alton Priors, Alton Barns, Stanton Saint Barnard, All Cannings, Wivelsford, Marden, Patney, Eitchilhampton, North Newnton, Manningford Bohun, Manningford Bruce, Borton, Easton, Horton, Little Horton, Bottlesford, and Manningford Abbotts*, all in the said County of *Wilts*.

NORTH EAST LONDON RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
North East London Railway Act 1905 (5 Edw.7 c.ccviii)	The whole Act.
North East London Railway Act 1906 (6 Edw.7 c.lxxxviii)	The whole Act.
North East London Railway Act 1907 (7 Edw.7 c.x)	The whole Act.
North East London Railway Act 1908 (8 Edw.7 c.xxxv)	The whole Act.
North East London Railway Act 1909 (9 Edw.7 c.l)	The whole Act.

North East London Railway Acts 1905 to 1909

1. This note proposes the repeal of five enactments passed in connection with the proposed construction of a railway in London. The railway project was abandoned in 1910.
2. The construction of the railway was authorised by the *North East London Railway Act 1905* ("the 1905 Act"). The route of the railway was prescribed by section 5 of the 1905 Act and is set out in the *Annex* to this note.
3. The 1905 Act incorporated a company called *The North East London Railway Company* ("the Company") to construct the railway. The powers given by the 1905 Act for the construction of the railway were extended by the *North East London Railway Act 1906* ("the 1906 Act"), the *North East London Railway Act 1907* ("the 1907 Act"), the *North East London Railway Act 1908* ("the 1908 Act") and the *North East London Railway Act 1909* ("the 1909 Act").
4. The 1905 Act was passed on 11 August 1905. Section 19 provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. Section 34 provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.

5. *The 1906 Act* conferred additional powers on the Company, extended the scope of its compulsory purchase powers and authorised it to increase its borrowing. *Section 9* provided that the powers conferred by the 1906 Act for the compulsory purchase of land should cease after 20 July 1909.

6. *The 1907 Act* amended the rights of the Company's shareholders and extended the time limits imposed by the 1905 and 1906 Acts. *Section 4* provided that the powers conferred by the 1905 and 1906 Acts for the compulsory purchase of land for the purposes of those Acts should be extended until 11 August 1910, after which date they should cease to be exercisable. *Section 5* provided that the time limit in the 1905 Act for construction and completion of the railway works should be extended until 11 August 1912, after which date the Company's powers to construct and complete the railway should cease to be exercisable.

7. *The 1908 Act* extended the time limit imposed by the earlier Acts for raising capital from 11 August 1906 to 11 August 1909. Failure to raise the necessary capital by the time limit would result in the termination of all the Company's powers.

8. *The 1909 Act* further extended the time limit that had been extended by the 1908 Act. *Section 2* provided that the time limit for raising capital was to be extended to 11 August 1910. *Section 3* amended section 76 of the 1905 Act (powers of the Company under the 1905 Act to cease unless works substantially commenced by 11 August 1907) so that the deadline for substantially commencing the works was extended to 11 August 1911.

9. In the event, the railway project was abandoned. Financial difficulties continued to prevent the start of construction work. In 1910 Parliament refused to allow a Bill proposing a further extension of time for the work. Abandonment of the project was the only option. A notice for creditors was published in the *London Gazette* in August 1910.¹⁷²

10. Clearly the abandonment of the railway project in 1910 made the 1905, 1906 1907, 1908 and 1909 Acts unnecessary. Accordingly all five Acts have long been spent and may now be repealed.

¹⁷² *The London Gazette*, 23 August 1910, p 6132.

Extent

11. The provisions proposed for repeal had no effect outside the Greater London area.

Consultation

12. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, Railway Heritage Committee, the City of London Corporation, London Underground, the London Underground Railway Society, Transport for London, the Greater London Authority and the London Borough of Waltham Forest have been consulted about these repeal proposals.

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Railway authorised by the North East London Railway Act 1905

A railway (No.1) 0 miles 3 furlongs in length wholly in the City of London commencing in the parish of Saint Leonard Eastcheap at a point in or under King William Street in front of Monument Tavern distant 30 yards or thereabouts measured in a westerly direction from the centre of Fish Street Hill at its junction with Eastcheap and terminating in the parish of Saint Ethelburga at a point in the centre of Bishopsgate Street Within immediately opposite the northern wall of the Church of Saint Ethelburga.

A railway (No.2) 0 miles 6 furlongs 4 chains in length commencing by a junction with Railway No.1 at the termination thereof herein-before described and terminating in the parish of Saint Leonard Shoreditch in the metropolitan borough of Shoreditch in the county of London at a point in or under High Street Shoreditch 35 yards or thereabouts measured in a northerly direction from the centre of Rivington Street at its junction with High Street.

A railway (No.3) 13 miles 2 furlongs 6 chains in length commencing by a junction with Railway No.2 at the termination thereof herein-before described and terminating in the parish of Waltham Holy Cross in the urban district of Waltham Holy Cross in the county of Essex at a point on the south side of the road called Farm Hill 90 yards or thereabouts from the culvert over the Cobbins Brook opposite the "Green Man" public-house.

A railway (No.5) 0 miles 2 furlongs in length wholly in the parish of Low Leyton in the urban district of Leyton in the county of Essex commencing by a junction with Railway No.3 at a point on the eastern side of Quarter Mile Lane distant 248 yards or thereabouts measured in a northerly direction along the said lane from the Temple Mills Bridge and terminating by a junction with a siding of the Great Eastern Railway at the south-eastern end thereof at a point on the west side of Quarter Mile Lane distant 55 yards or thereabouts measured in a south-westerly direction from the centre of the bridge carrying the said lane over the Great Eastern Railway at Temple Mills sidings.

NORTH KENT RAILWAY EXTENSION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
North Kent Railway Extension Railway Act 1865 (28 & 29 Vict. c.cclxxv)	The whole Act.

North Kent Railway Extension Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Kent. The railway, which was never built, was abandoned in 1869. The line would have run from Gravesend to the west bank of the Medway opposite Sheerness.
2. The construction of the railway (and pier) was authorised by the *North Kent Railway Extension Railway Act 1865* (“the 1865 Act”). The route of the railway, which was to be an extension to the North Kent Railway, was prescribed by section 24 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The North Kent Railway Extension Railway Company* (“the Company”) to construct the railway and pier.
4. The 1865 Act was passed on 6 July 1865. *Section 21* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 29* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway and pier were never completed. On 16 April 1869 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.¹⁷³ The Company itself was wound up by order of the court dated 4 December 1869.¹⁷⁴
6. Clearly the abandonment of the railway project and the winding up of the Company in 1869 made the 1865 Act unnecessary. Accordingly this Act has long been spent and may now be repealed.

¹⁷³ *The London Gazette*, 30 April 1869, p 2560.

Extent

7. The provisions proposed for repeal had no effect outside Kent.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Kent County Council have been consulted about these repeal proposals.

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Railway authorised by the North Kent Railway Extension Railway Act 1865

A Railway, with all proper Works, Approaches, and Stations, commencing by a Junction with the *North Kent* Railway in the Parish of *Denton*, and terminating near the Coastguard Station at *Cockle Shell* Hard.

A Pier in the River *Medway* opposite or nearly opposite to the said Coastguard Station, with all necessary Wharves, Cranes, Stages, Warehouses, Works, and Conveniences connected with the said Pier.

¹⁷⁴ *The London Gazette*, 25 January 1870, p 495.

NORTH WEST CENTRAL RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
North West Central Railway (Abandonment) Act 1893 (56 & 57 Vict. c.lxxxviii)	The whole Act.

North West Central Railway (Abandonment) Act 1893

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Lancashire and West Yorkshire. The railway project was abandoned in 1893.
2. The construction of the railway was authorised by the North West Central Railway Act 1890 (“the 1890 Act”).¹⁷⁵ The route of the railway was prescribed by section 5 of the 1890 Act and is set out in the *Annex* to this note.
3. The 1890 Act incorporated a company called *The North West Central Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *North West Central Railway (Abandonment) Act 1893* (“the 1893 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1893 Act recorded that the Company had not exercised any of its powers under the 1890 Act in relation to the purchase of land, the construction of the railway or the raising of capital.
5. The 1893 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1890 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹⁷⁵ 53 & 54 Vict. c.ccxxviii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1890 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1893 Act (*section 8*).

6. Clearly the purposes of the 1893 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1893 Act will have long since been barred by passage of time. Accordingly the 1893 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Lancashire and West Yorkshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Lancashire County Council and West Yorkshire Passenger Transport Authority have been consulted about these repeal proposals.

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Railway authorised by the North West Central Railway Act 1890

Railway No. 1 A railway 15 miles 6 furlongs and 6.8 chains in length wholly situate in the county of Lancaster commencing in the township of Penwortham in the parish of Penwortham by a junction with the West Lancashire Railway and terminating in the township of Whalley in the parish of Whalley 190 yards or thereabouts measured in an easterly direction from the junction of the occupation road leading to the house known as Brook House with the public road leading from the Whalley Railway Station to Mitton Bridge over the River Ribble.

Railway No. 2 A railway 11 miles 6 furlongs and 9.3 chains in length wholly situate in the county of Lancaster commencing by a junction with Railway No. 1 at its termination as above described and terminating in the township of Colne in the said parish of Whalley on the north side of the road leading from Barrowford to Netherheys and Colne.

Railway No. 3 A railway 13 miles 5 furlongs and 7 chains in length commencing by a junction with Railway No. 2 at its termination as above described and terminating in the township of Bingley in the parish of Bingley in the West Riding of the county of York by a junction with the Halifax Thornton and Keighley Railway of the Great Northern Railway Company.

Railway No. 4 A railway 3 furlongs and 3.7 chains in length wholly situate in the county of Lancaster commencing in the township of Walton-le-Dale in the parish of Blackburn by a junction with Railway No. 1 and terminating in the township and parish of Penwortham by a junction with the North Union Railway.

Railway No. 5 A railway 2 furlongs and 5.6 chains in length wholly situate in the county of Lancaster commencing in the township of Walton-le-Dale in the parish of Blackburn by a junction with Railway No. 1 and terminating in the said township of Walton-le-Dale and parish of Blackburn by a junction with the Lancashire and Yorkshire Railway.

Railway No. 6 A railway 2 furlongs and 0.5 chain in length wholly situate in the county of Lancaster commencing in the said township of Walton-le-Dale and parish of Blackburn by a junction with Railway No. 1 and terminating in the said township of Walton-le-Dale and parish of Blackburn by a junction with the Lancashire and Yorkshire Railway.

Railway No. 7 A railway 2 furlongs and 5.8 chains in length wholly situate in the county of Lancaster commencing in the township of Whalley in the parish of Whalley by a junction with Railway No. 1 at the termination thereof as above described and terminating in the township of Whalley in the parish of Whalley by a junction with the Blackburn Railway of the Lancashire and Yorkshire Railway Company.

Railway No. 8 A railway 3 furlongs and 5.5 chains in length wholly situate in the said township and parish of Whalley in the county of Lancaster commencing by a junction with Railway No. 1 and terminating by a junction with the Blackburn Railway of the Lancashire and Yorkshire Railway Company.

Railway No. 9 A railway 3 furlongs and 7.85 chains in length wholly situate in the said township and parish of Whalley in the county of Lancaster commencing by a

junction with Railway No. 2 and terminating by a junction with the Blackburn Railway of the Lancashire and Yorkshire Railway Company.

Railway No. 10 (described on the deposited plans as Railway No. 13) A railway 1 mile and 3.8 chains in length wholly situate in the county of Lancaster commencing in the township of Barrowford Booth in the said parish of Whalley by a junction with Railway No. 2 and terminating in the township of Marsden in the said parish of Whalley by a junction with the East Lancashire Railway of the Lancashire and Yorkshire Railway Company.

Railway No. 11 (described on the deposited plans as Railway No. 14) A railway 1 furlong and 5.2 chains in length wholly situate in the township of Barrowford Booth in the parish of Whalley in the county of Lancaster commencing by a junction with Railway No. 2 and terminating by a junction with Railway No. 10.

Railway No. 12 (described on the deposited plans as Railway No. 15) A railway 2 furlongs and 9.5 chains in length wholly situate in the township of Colne in the said parish of Whalley in the county of Lancaster commencing by a junction with Railway No. 2 at its termination as above described and terminating by a junction with the Colne and Skipton Railway of the Midland Railway Company.

Railway No. 13 (described on the deposited plans as Railway No. 16) A railway 7 furlongs and 3.7 chains in length wholly situate in the West Riding of the county of York commencing in the township and parish of Bingley by a junction with Railway No. 3 and terminating in the township and parish of Bingley by a junction with the Halifax Thornton and Keighley Railway of the Great Northern Railway Company.

OGMORE DOCK AND RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Ogmore Dock and Railway (Abandonment) Act 1891 (54 & 55 Vict. c.xvii)	The whole Act.

Ogmore Dock and Railway (Abandonment) Act 1891

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway and other works¹⁷⁶ in the Bridgend area of south Wales. The railway and other works were abandoned in 1891.

2. The construction of the railway and other works was authorised by the Ogmore Dock and Railway Act 1883 (“the 1883 Act”).¹⁷⁷ The route of the railway and the details of the other works were prescribed by section 5 of the 1883 Act and are set out in the *Annex* to this note.

3. The 1883 Act incorporated a company called *The Ogmore Dock and Railway Company* (“the Company”) to construct the railway and other works. The powers given by the 1883 Act for the construction of the railway and other works were extended by the Ogmore Dock and Railway Act 1887 (“the 1887 Act”).¹⁷⁸

4. The purpose of the *Ogmore Dock and Railway (Abandonment) Act 1891* (“the 1891 Act”) was to authorise the abandonment of the railway (and other works) construction proposals and the dissolution of the Company. The preamble to the 1891 Act recorded that the Company had not been able to raise the capital to make the railway and dock, and had not exercised any of its powers under the 1883 or 1887 Acts in relation to the purchase of land and the construction of the railway and other works.

5. The 1891 Act provided as follows:

(a) short title (*section 1*)

(b) the Company to abandon the making of the railway and other works
(*section 2*)

¹⁷⁶ The other works, as described in the *Annex*, included a dock, several piers and an aqueduct.

¹⁷⁷ 46 & 47 Vict. c.cxcvii.

¹⁷⁸ 50 & 51 Vict. c.cxcix.

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1883 and the Act of 1887 shall be by this Act repealed" (*section 7*).

6. Clearly the purposes of the 1891 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1891 Act will have long since been barred by passage of time. Accordingly the 1891 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Bridgend area of South Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Bridgend County Borough Council have been consulted about these repeal proposals.

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Railway and other works authorised by the Ogmore Dock and Railway Act 1883

- (1.) A dock (with a lock or entrance from the mouth of the River Ogmore) on the north-westerly side of the river on land forming part of Merthyr-Mawr Warren belonging or reputed to belong to John Cole Nicholl.
- (2.) A pier or jetty commencing at the entrance of the proposed lock on the foreshore of the Bristol Channel and extending thence in a south-westerly direction for a length of about one hundred and sixty yards.
- (3.) A pier commencing on the foreshore of the Bristol Channel on the northern side of the mouth of the River Ogmore and extending thence in a southerly direction for a length of seven hundred and fifty-three yards or thereabouts.
- (4.) A pier commencing on the foreshore of the Bristol Channel on the southern side of the mouth of the River Ogmore at the point known as Trwyn-y-Murch and extending thence in a south-westerly direction for a length of three hundred and forty-three yards or thereabouts.
- (5.) A diversion straightening widening and deepening of a portion of the River Ogmore commencing at a point two hundred and thirty-three yards or thereabouts measured in a north-easterly direction from the place or inlet called Gwter-Norton and terminating at the embouchure of the river in the Bristol Channel.

The said dock piers and other works will be situate in the parishes of Merthyr-Mawr and Saint Bride's Major or one of them and on the bed and foreshore of the Bristol Channel and of the River Ogmore adjoining the said parishes.

- (6.) An aqueduct commencing at the termination of the Mill-race at Ogmore Mill and terminating at the north-eastern end of the dock.

The said aqueduct will pass from through or into and be situate in the parishes of Saint Bride's Major and Merthyr-Mawr.

- (7.) A railway (No. 1) four miles five furlongs in length commencing by a junction with the Llynvi and Ogmore Railway at a point thereon two hundred and seventy-eight yards or thereabouts measured in a southerly direction along the said railway from the southernmost abutment of the bridge carrying that railway over the public road leading from Bridgend to Quarella and terminating on Merthyr-Mawr Warren at or near the dock.
- (8.) A railway (No. 2) two furlongs and twenty-five links in length wholly situate in the parish of Coity commencing by a junction with the siding of the Great Western Railway leading to Stephen Collier's yard at the south-east end of Bridgend Station and terminating by a junction with Railway (No. 1) in a field situate on the northern side of Coychurch Road distinguished as Number 177 on the Ordnance map of the said parish (scale 1/2500).

The said railways will pass from through or into and be situate in the parishes of Coity Ewenny Saint Bride's Major and Merthyr-Mawr or some or one of them.

OSWESTRY AND LLANGYNOG RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Oswestry and Llangynog Railway (Abandonment) Act 1889 (52 & 53 Vict. c.lxxxix)	The whole Act.

Oswestry and Llangynog Railway (Abandonment) Act 1889

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Llanyblodwel (Shropshire) and Llangynog (Powys). The railway project was abandoned in 1889.

2. The construction of the railway was authorised by the Oswestry and Llangynog Railway Act 1882 (“the 1882 Act”).¹⁷⁹ The route of the railway was prescribed by section 5 of the 1882 Act and is set out in the *Annex* to this note.

3. The 1882 Act incorporated a company called *The Oswestry and Llangynog Railway Company* (“the Company”) to construct the railway. The powers given by the 1882 Act for the construction of the railway were extended by the Oswestry and Llangynog Railway Act 1886 (“the 1886 Act”).¹⁸⁰

4. The purpose of the *Oswestry and Llangynog Railway (Abandonment) Act 1889* (“the 1889 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1889 Act recorded that no part of the Company’s share capital had been issued, created or paid up.

5. The 1889 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1882 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

¹⁷⁹ 45 & 46 Vict. c.cxcviii.

¹⁸⁰ 49 & 50 Vict. c.lxxiii.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1882 and the Act of 1886 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1889 Act (*section 8*).

6. Clearly the purposes of the 1889 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1889 Act will have long since been barred by passage of time. Accordingly the 1889 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the counties of Shropshire and Powys.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Powys County Council and Shropshire County Council have been consulted about these repeal proposals.

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Railway authorised by the Oswestry and Llangynog Railway Act 1882

1. A railway (No. 1) one mile one furlong five chains and ten links in length wholly in the parish of Llanyblodwel and county of Salop commencing by a junction with the Porth-y-Waen Branch of the Cambrian Railways at or near the point where the Farmers Coal and Lime Company's Railway joins the said Porth-y-Waen branch near the Lion Wharf Porth-y-Waen and terminating by a junction with the line of the Potteries Shrewsbury and North Wales Railway Company at a point distant three hundred and ninety yards or thereabouts measured in a north-easterly direction along that line from the bridge by which the public road leading from Oswestry to Llansantffraid is carried over the said last-mentioned line of railway at or near the Llanyblodwel Station.
2. A railway (No. 2) thirteen miles and two furlongs in length commencing in the said parish of Llanyblodwel by a junction with the Potteries Shrewsbury and North Wales Railway at a point distant one hundred and seventy yards or thereabouts measured in a south-westerly direction along that line from the bridge by which the public road leading from Oswestry to Llansantffraid crosses the last-named line of railway at or near the Llanyblodwel Station and terminating in the parish of Llangynog in the county of Montgomery on the easterly side of the public road leading from the village of Llangynog to Llandderfel and Bala at a point fifty yards or thereabouts to the northward of the bridge by which the last-mentioned public road is carried over the River Eiarth in the village of Llangynog.
3. A railway (No. 3) three furlongs and eight chains in length wholly situate in the said parish of Llanyblodwel commencing by a junction with the Potteries Shrewsbury and North Wales Railway at a point distant two hundred and sixty yards or thereabouts measured along that railway in a south-easterly direction from the bridge by which the last-mentioned railway crosses the River Tanat and terminating by a junction with the intended Railway No. 2 at a point in a field belonging or reputed to belong to Henry Leslie and in the occupation of John Davies such point being two hundred and forty yards or thereabouts measured in a south-easterly direction from the post office in the village of Llanyblodwel.

PETERSFIELD AND BISHOP'S WALTHAM RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Petersfield and Bishop's Waltham Railway Act 1864 (27 & 28 Vict. c.cccx)	The whole Act.

Petersfield and Bishop's Waltham Railway Act 1864

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Hampshire, between Bishop's Waltham and Buriton. The railway project was abandoned in 1868.
2. The construction of the railway was authorised by the *Petersfield and Bishop's Waltham Railway Act 1864* ("the 1864 Act"). The route of the railway was prescribed by section 22 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act incorporated a company called *The Petersfield and Bishop's Waltham Railway Company* ("the Company") to construct the railway.
4. The 1864 Act was passed on 29 July 1864. *Section 26* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 27* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 28 July 1868 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.¹⁸¹
6. Clearly the abandonment of the railway project in 1868 made the 1864 Act unnecessary. Accordingly this Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside south Wales.

¹⁸¹ *The London Gazette*, 31 July 1868, p 4248.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Hampshire County Council have been consulted about these repeal proposals.

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Railway authorised by the Petersfield and Bishop's Waltham Railway Act 1864

A Railway commencing in the Parish of *Bishop's Waltham* in the County of *Southampton* by a Junction with the *Bishop's Waltham* Railway at or near the Termination thereof, and terminating in the Parish of *Buriton* in the said County by a Junction with the *Portsmouth* Railway of the *London and South-western* Railway Company, near the *Petersfield* Station thereon.

PEWSEY AND SALISBURY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Pewsey and Salisbury Railway (Abandonment) Act 1891 (54 & 55 Vict. c.x)	The whole Act.

Pewsey and Salisbury Railway (Abandonment) Act 1891

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Wiltshire from Pewsey to Salisbury. The railway project was abandoned in 1891.

2. The construction of the railway was authorised by the Pewsey and Salisbury Railway Act 1883 (“the 1883 Act”).¹⁸² The route of the railway was prescribed by section 5 of the 1883 Act and is set out in the *Annex* to this note.

3. The 1883 Act incorporated a company called *The Pewsey and Salisbury Railway Company* (“the Company”) to construct the railway. The powers given by the 1883 Act for the construction of the railway were extended by the Pewsey and Salisbury Railway (Extension of Time) Act 1886.¹⁸³

4. The purpose of the *Pewsey and Salisbury Railway (Abandonment) Act 1891* (“the 1891 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1891 Act recorded that the Company had not exercised any of its powers under the 1883 Act in relation to the purchase of land and the construction of the railway.

5. The 1891 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1883 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

¹⁸² 46 & 47 Vict. c.cxiii.

¹⁸³ 49 & 50 Vict. c.xxviii.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1883 and the Act of 1886 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1891 Act (*section 8*).

6. Clearly the purposes of the 1891 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1891 Act will have long since been barred by passage of time. Accordingly the 1891 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Wiltshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Wiltshire County Council have been consulted about these repeal proposals.

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Railway authorised by the Pewsey and Salisbury Railway Act 1883

A railway (numbered 1 on the deposited plans) (20 miles 4 furlongs 3.80 chains in length) wholly in Wiltshire commencing in the parish of Pewsey by a junction with the railway of the Great Western Company at the mile post thereon denoting 75¼ miles and near the western end of the Pewsey Station and terminating at Salisbury in the parish of Fisherton Anger by a junction with the railway of the Great Western Company at or near to the mile post thereon denoting 133¾ miles.

PLYMOUTH AND NORTH DEVON DIRECT RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Plymouth and North Devon Direct Railway (Abandonment) Act 1907 (7 Edw.7 c.xii)	The whole Act.

Plymouth and North Devon Direct Railway (Abandonment) Act 1907

1. This note proposes the repeal of an enactment relating to the proposed construction of a railway in Devon between Great Torrington and Okehampton. The railway project was abandoned in 1907.

2. The Torrington and Okehampton Railway Act 1895 (“the 1895 Act”)¹⁸⁴ was enacted to authorise and finance the construction of a railway between the parishes of Great Torrington and Okehampton. The route of this railway was prescribed by section 5 of the 1895 Act and is set out in the *Annex* to this note. The 1895 Act incorporated a company called *The Torrington and Okehampton Railway Company* to construct the railway.

3. The Torrington and Okehampton Railway Act 1898 (“the 1898 Act”)¹⁸⁵ amended the 1895 Act by altering the railway construction proposals and by extending the time limits prescribed by the 1895 Act for the compulsory purchase of land and for the completion of the railway. The extension of the railway was contained in section 4 of the 1898 Act and is set out in the *Annex* to this note.

4. The Torrington and Okehampton Railway Act 1901 (“the 1901 Act”)¹⁸⁶ amended the 1895 and 1898 Acts by altering the name of the railway company to the *Plymouth and North Devon Direct Railway Company*¹⁸⁷ (“the Company”) and by extending the time limits prescribed by the earlier Acts for the compulsory purchase of land (to 26 July 1904)¹⁸⁸ and for the completion of the railway (to 26 July 1906).¹⁸⁹

5. The purpose of the *Plymouth and North Devon Railway (Abandonment) Act 1907* (“the 1907 Act”) was to authorise the abandonment of these railway

¹⁸⁴ 58 & 59 Vict. c.cxxxix.

¹⁸⁵ 61 & 62 Vict. c.lvi.

¹⁸⁶ 1 Edw.7 c.cxxvii.

¹⁸⁷ The 1901 Act, s 2.

¹⁸⁸ The 1901 Act, s 4.

¹⁸⁹ The 1901 Act, s 6.

construction proposals and the winding up of the Company. The preamble to the 1907 Act recorded that the Company had not exercised any of its powers for the compulsory purchase of land or for the execution of the railway works.

6. The 1907 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon and relinquish the construction of the railway and works as authorised by the earlier enactments (*section 2*)
- (c) compensation for any loss or damage caused by the Company pursuant to the earlier enactments (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) the Company to proceed immediately to wind up its affairs and settle debts; the Company to be able to write off irrecoverable debts (*sections 5 and 6*)
- (f) unclaimed subscriptions to preliminary expenses to be treated as voluntary contributions after 6 years (*section 7*)
- (g) once all Company debts had been satisfied and the directors had declared by resolution that the affairs of the Company had been wound up, the Company “shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1895 the Act of 1898 and the Act of 1901 shall be from the date of such resolution repealed” (*section 8*)
- (h) payment of expenses including those of obtaining the 1907 Act (*section 9*).

7. Clearly the purposes of the 1907 Act (the abandonment of the railway proposals and the dissolution of the Company) have long been fulfilled. Similarly any claims for compensation arising under the 1907 Act will have long since been barred by passage of time. Accordingly the 1907 Act is spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside Devon.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Devon County Council and Plymouth City Council have been consulted about these repeal proposals.

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Railway authorised by the Torrington and Okehampton Railway Act 1895 (s.5) and by the Torrington and Okehampton Railway Act 1898 (s.4)

1895 Act

A railway No. 1 twenty miles four furlongs two and a half chains in length commencing in the parish of Great Torrington by a junction with the London and South Western Railway at its termination at Torrington Station and terminating in the parish of Okehampton by a junction with the South Western Railway at a point opposite the mile post indicating one hundred and ninety-six miles from London on that railway and being fourteen chains or thereabouts measured in a northerly direction along the railway of the London and South Western Railway from the bridge carrying the public road from Okehampton to Sticklepath over the said last-mentioned railway and commonly known as "Fatherford Bridge" towards Sampford Courtenay Station.

1898 Act

A railway one mile one furlong six chains in length commencing in the parish of Meeth by a junction with the Railway No. 1 authorised by the Act of 1895 at a point nine miles forty-six chains measured from the commencement of the said authorised Railway No. 1 and terminating in the parish of Hatherleigh by a junction with the said authorised Railway No. 1 at a point ten miles sixty-two chains or thereabouts measured as before.

PORTHDINLLEYN RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Porthdinlleyn Railway (Abandonment) Act 1892 (55 & 56 Vict. c.xcvi)	The whole Act.

Porthdinlleyn Railway (Abandonment) Act 1892

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Caernarfonshire. The railway project was abandoned in 1892.
2. The construction of the railway was authorised by the Porthdinlleyn Railway Act 1884 (“the 1884 Act”).¹⁹⁰ The route of the railway was prescribed by section 5 of the 1884 Act and is set out in the *Annex* to this note.
3. The 1884 Act incorporated a company called *The Porthdinlleyn Railway Company* (“the Company”) to construct the railway. The powers given by the 1884 Act for the construction of the railway were amended by the Porthdinlleyn Railway Act 1888 (“the 1888 Act”)¹⁹¹ and by the Porthdinlleyn Railway Act 1890 (“the 1890 Act”).¹⁹²
4. The purpose of the *Porthdinlleyn Railway (Abandonment) Act 1892* (“the 1892 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1892 Act recorded that the Company had not exercised any of its powers in relation to the purchase of land or the construction of the railway.
5. The 1892 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1884 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

¹⁹⁰ 47 & 48 Vict. c.ccxlviii. The town is now known as Porthdinllaen

¹⁹¹ 51 & 52 Vict. c.liv.

¹⁹² 53 & 54 Vict. c.cxiii.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1884 1888 and 1890 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1892 Act (*section 8*).

6. Clearly the purposes of the 1892 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1892 Act will have long since been barred by passage of time. Accordingly the 1892 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside North Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Gwynedd County Council have been consulted about these repeal proposals.

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Railway authorised by the Porthdinlleyn Railway Act 1884

A railway nine miles one furlong and five chains in length commencing in the parish of Abereirch in the county of Carnarvon by a junction with the Cambrian Railways at a point one hundred and forty yards or thereabouts measured along that railway in a north-easterly direction from the north-east corner of the Cambrian Railways Company's station at Pwllheli and terminating in the parish of Edeyrn in the said county of Carnarvon at or near a point forty-eight yards measured in a north-easterly direction from the east corner of a warehouse near the Whitehall public-house or inn in Porthdinlleyn numbered 24 on the deposited plan belonging or reputed to belong to William Corbett Yale and in the occupation of Richard Hughes.

Together with all necessary and convenient stations gates approaches transit-sheds bonding or other warehouses sheds quays wharves wharf walls embankments staiths stairs stages sidings junctions machinery cranes drops and other works and conveniences.

**RADSTOCK, WRINGTON AND CONGRESBURY
JUNCTION RAILWAY COMPANY**

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Radstock, Wrington and Congresbury Junction Railway (Abandonment) Act 1886 (49 & 50 Vict. c.xxix)	The whole Act.

Radstock, Wrington and Congresbury Junction Railway (Abandonment) Act 1886

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Farrington Gurney and Congresbury (both in North Somerset). The railway project was abandoned in 1886.
2. The construction of the railway was authorised by the Radstock Wrington and Congresbury Junction Railway Act 1882 (“the 1882 Act”).¹⁹³ The route of the railway was prescribed by section 5 of the 1882 Act and is set out in the *Annex* to this note.
3. The 1882 Act incorporated a company called *The Radstock, Wrington and Congresbury Junction Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Radstock Wrington and Congresbury Junction Railway (Abandonment) Act 1886* (“the 1886 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1886 Act recorded that the Company had not exercised any of its powers under the 1882 Act in relation to the purchase of land, the construction of the railway or the raising of capital.
5. The 1886 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

¹⁹³ 45 & 46 Vict. c.cclxv.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1882 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1886 Act (*section 8*).

6. Clearly the purposes of the 1886 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1886 Act will have long since been barred by passage of time. Accordingly the 1886 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside North Somerset.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Somerset County Council have been consulted about these repeal proposals.

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Railway authorised by the Radstock, Wrington and Congresbury Junction Railway Act 1882

A railway fourteen miles five furlongs nine chains and forty links or thereabouts in length commencing in the parish of Farrington-Gurney by a junction with the existing Bristol and North Somerset Railway at or near the post marking three and a quarter miles from Radstock passing from thence in through and into the parishes or places of Farrington-Gurney Stone-Easton Chewton-Mendip Emborrow Litton East-Harptree West-Harptree Compton-Martin Ubley Blagdon Burrington Wrington Churchill and Congresbury or some of them and terminating in the last-named parish by a junction with the Cheddar Valley Branch of the Bristol and Exeter section of the Great Western Railway at a point about two hundred and eighty-eight yards south of the southern end of Congresbury Station.

RIBBLESDALE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Ribblesdale Railway Act 1864 (27 & 28 Vict. c.lxxx)	The whole Act.

Ribblesdale Railway Act 1864

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway between Whalley in Lancashire and Giggleswick in North Yorkshire. The railway project was abandoned in 1868.
2. The construction of the railway was authorised by the Ribblesdale Railway Act 1864 ("the 1864 Act"). The route of the railway was prescribed by section 23 of the 1864 Act and is set out in the Annex to this note.
3. The 1864 Act incorporated a company called The Ribblesdale Railway Company ("the Company") to construct the railway.
4. The 1864 Act was passed on 23 June 1864. Section 29 provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. Section 30 provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 10 October 1868 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.¹⁹⁴
6. Clearly the abandonment of the railway project in 1868 made the 1864 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the area between Whalley (Lancashire) and Giggleswick (North Yorkshire).

¹⁹⁴ *The London Gazette*, 27 October 1868, p 5603.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, North Yorkshire County Council and Lancashire County Council have been consulted about these repeal proposals.

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Railway authorised by the Ribblesdale Railway Act 1864

A Railway to commence in the Township of *Chatburn* in the Parish of *Whalley* in the County of *Lancaster*, by a Junction with the *Lancashire and Yorkshire* Railway at or near the Station of the said Railway there, and terminating in the Township and Parish of *Giggleswick* in the West Riding of the County of *York*, to the Eastward of and near to the *Settle* Station of the *North-western* Railway, there to form a Junction with the said *North-western* Railway.

RICKMANSWORTH, AMERSHAM, AND CHESHAM RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Rickmansworth, Amersham, and Chesham Railway Act 1862 (25 & 26 Vict. c.clxxi)	The whole Act.
Rickmansworth, Amersham, and Chesham Railway (Level Crossing at Rickmansworth) Act 1864 (27 & 28 Vict. c.cclxxvi)	The whole Act.
Rickmansworth, Amersham, and Chesham Railway Amendment Act 1865 (28 & 29 Vict. c.cxlvii)	The whole Act.

Rickmansworth, Amersham, and Chesham Railway Act 1862

Rickmansworth, Amersham, and Chesham Railway (Level Crossing at Rickmansworth) Act 1864

Rickmansworth, Amersham, and Chesham Railway Amendment Act 1865

1. This note proposes the repeal of three enactments passed in connection with the construction of railways from Rickmansworth in Hertfordshire to Amersham and Chesham in Buckinghamshire. The railway project was abandoned in 1875.
2. The construction of the railways was authorised by the Rickmansworth, Amersham, and Chesham Railway Act 1862 (“the 1862 Act”). The route of the railways was prescribed by section 17 of the 1862 Act and is set out in the Annex to this note.
3. The 1862 Act incorporated a company called The Rickmansworth, Amersham, and Chesham Railway Company (“the Company”) to construct the railways. The powers given by the 1862 Act for the construction of the railways were extended by the *Rickmansworth, Amersham, and Chesham Railway (Level Crossing at Rickmansworth) Act 1864* (“the 1864 Act”) and by the *Rickmansworth, Amersham and Chesham Railway Amendment Act 1865* (“the 1865 Act”).
4. The 1862 Act was passed on 17 July 1862. Section 22 provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. Section 23 provided that the powers granted to the Company by the Act to make the railways were to last for only 4 years from that date.

5. The 1864 Act was passed to authorise the Company to run the railway across the public road in Rickmansworth by means of a level crossing with gates instead of by means of a bridge (as had been indicated on the deposited plans referred to in the 1862 Act). *Section 3* of the 1864 Act also required the Company to maintain a bridge for foot passengers across the railway at that point.

6. The 1865 Act was passed to extend the time limits set by the 1862 Act. Accordingly *section 3* extended to 1 August 1867 the time after which the Company's compulsory purchase powers under the 1862 Act could no longer be exercised. *Section 4* extended to 1 August 1868 the time after which the Company's powers under that Act to construct the railways could no longer be exercised.

7. In the event, the railway project was abandoned. On 23 July 1875 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railways should be abandoned by the Company.¹⁹⁵

8. Clearly the abandonment of the railway project in 1875 made the 1862, 1864 and 1865 Acts unnecessary. Accordingly all three Acts have long been spent and may now be repealed.

Extent

9. The provisions proposed for repeal had no effect outside the area between Rickmansworth and Chesham Bois.

Consultation

10. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Hertfordshire County Council and Buckingham County Council have been consulted about these repeal proposals.

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¹⁹⁵ *The London Gazette*, 30 July 1875, p 3828.

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Railways authorised by the Rickmansworth, Amersham, and Chesham Railway Act 1862

1. A Railway commencing in the Parish of *Rickmansworth* in the County of *Hertford* by a Junction with the *Watford and Rickmansworth* Railway, and terminating in the Parish of *Chesham Bois* in the County of *Buckingham*.
2. A Railway commencing by a Junction with the *Uxbridge and Rickmansworth* Railway, and terminating by a Junction with the said Railway No.1, and which Railway will be situate wholly within the Parish of *Rickmansworth* and County of *Hertford*.

ROTHERHAM AND BAWTRY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Rotherham and Bawtry Railway (Abandonment) Act 1888 (51 & 52 Vict. c.cc)	The whole Act.

Rotherham and Bawtry Railway (Abandonment) Act 1888

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between the South Yorkshire towns of Rotherham and Bawtry. The railway project was abandoned in 1888.
2. The construction of the railway was authorised by the Rotherham and Bawtry Railway Act 1881 (“the 1881 Act”).¹⁹⁶ The route of the railway was prescribed by section 5 of the 1881 Act and is set out in the *Annex* to this note.
3. The 1881 Act incorporated a company called *The Rotherham and Bawtry Railway Company* (“the Company”) to construct the railway. The powers given by the 1881 Act for the finance and completion of the construction works were amended by the Rotherham and Bawtry Railway Act 1882¹⁹⁷, by the Rotherham and Bawtry Railway Act 1884¹⁹⁸ and by the Rotherham and Bawtry Railway Act 1886.¹⁹⁹ The powers for the compulsory purchase of land and for the completion of the construction works expired in September 1888²⁰⁰ and September 1889²⁰¹ respectively.
4. The purpose of the *Rotherham and Bawtry Railway (Abandonment) Act 1888* (“the 1888 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1888 Act recorded that it had been found impossible to raise the money necessary for the construction of the railway, and that the Company had not exercised any of its powers under the earlier Acts in relation to the compulsory purchase of land for, and the making of, the railway.

¹⁹⁶ 44 & 45 Vict. c.ccX.

¹⁹⁷ 46 & 47 Vict. c.ccxviii.

¹⁹⁸ 47 & 48 Vict. c.ccxlV.

¹⁹⁹ 50 Vict. c.xl.

²⁰⁰ The 1886 Act, s.4.

²⁰¹ The 1886 Act, s.5.

5. The 1888 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the earlier Acts (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) the Company to proceed immediately to wind up its affairs and settle debts; once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and thereupon the Acts of 1881 1882 1884 and 1886 shall be by this Act wholly repealed" (*section 6*)
 - (g) payment of expenses of obtaining the 1888 Act (*section 7*).

6. Clearly the purposes of the 1888 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1888 Act will have long since been barred by passage of time. Accordingly the 1888 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the area of South Yorkshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and the South Yorkshire Passenger Transport Executive have been consulted about these repeal proposals.

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Railway authorised by the Rotherham and Bawtry Railway Act 1881

- (1) A Railway No. 1 sixteen miles five chains and eighty links in length commencing in the parish of Rotherham in the west riding of the county of York on the south side of the high road leading from Rotherham to Sheffield and terminating in the parish of Scrooby in the county of Nottingham by a junction with the Great Northern Railway between Retford and Doncaster near the bridge carrying that railway over Bridge Lane in the town of Bawtry;
- (2) A Railway No. 2 seven furlongs three chains and twenty links in length commencing by a junction with Railway No. 1 in the parish of Harworth in the said county of Nottingham and terminating in the said parish of Scrooby by a junction with the said Great Northern Railway near the northern end of the Scrooby Station;
- (3) A Railway No. 3 (distinguished on the deposited plans and sections as Railway No. 6) one mile one furlong seven chains and fifty links in length wholly in the parish of Maltby in the west riding of the county of York commencing on Wood Lee Common by a junction with Railway No. 1 and terminating near to and north of the ruins of Roche Abbey;

RUTHIN AND CERRIG-Y-DRUIDION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Ruthin and Cerrig-y-druidion Railway Act 1876 (39 & 40 Vict. c.lxxxix)	The whole Act.
Ruthin and Cerrig-y-druidion Railway (Amendment) Act 1881 (44 & 45 Vict. c.xlii)	The whole Act.
Ruthin and Cerrig-y-druidion Railway (Abandonment) Act 1884 (47 & 48 Vict. c.lxx)	The whole Act.

Ruthin and Cerrig-y-druidion Railway Act 1876

Ruthin and Cerrig-y-druidion Railway (Amendment) Act 1881

Ruthin and Cerrig-y-druidion Railway (Abandonment) Act 1884

1. This note proposes the repeal of three enactments passed in connection with the proposed construction of a railway in north Wales between Ruthin and Cerrig-y-druidion (Cerrigydrudion). The railway project was abandoned in 1884.

2. The construction of the railway was authorised by the Ruthin and Cerrig-y-druidion Railway Act 1876 (“the 1876 Act”). The route of the railway was prescribed by section 5 of the 1876 Act and is set out in the *Annex* to this note.

3. The 1876 Act incorporated a company called *the Ruthin and Cerrig-y-druidion Railway Company* (“the Company”) to construct the railway. The powers given by the 1876 Act for the construction of the railway were extended by the Ruthin and Cerrig-y-druidion Railway (Amendment) Act 1881 (“the 1881 Act”).

4. The purpose of the *Ruthin and Cerrig-y-druidion Railway (Abandonment) Act 1884* (“the 1884 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1884 Act recorded that, although the Company had started to build the railway and had raised part of the share capital authorised by the 1876 Act, there was no prospect of it being able to complete the railway or raise the remaining share capital.

5. The 1884 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) power for the Company to dispose of any land acquired (*section 6*)
 - (g) provision as to winding-up the Company (*section 7*)
 - (h) payment of expenses of obtaining the 1884 Act (*section 8*).

6. The winding-up of the Company was ordered by the High Court on 26 July 1884.²⁰²

7. Clearly the purposes of the 1884 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1884 Act will have long since been barred by passage of time. Accordingly the 1884 Act is spent and may now be repealed.

8. The 1876 and 1881 Acts are also spent. Section 24 of the 1876 Act provided that the powers granted to the Company under that Act for making and completing the railway would cease to be exercisable if the railway were not completed within 5 years of the Act being passed (i.e. within 5 years of June 1876). This time limit was extended by the 1881 Act to June 1884.²⁰³ If the railway were not completed by that extended time limit, the powers granted to the Company under the 1876 and 1881 Acts would cease.²⁰⁴ In the event, the railway was never completed, with the result that the Company's powers under both Acts ceased. As stated above, the winding-up of the Company was ordered by the High Court on 26 July 1884. Given that the sole purposes of the 1876 and 1881 Acts were, respectively, (1) to empower the Company to construct the railway and (2) to extend those powers for a period not extending beyond June 1884, the winding-up of the Company in 1884 rendered both

²⁰² *The London Gazette*, 5 August 1884, page 3536.

²⁰³ The 1881 Act, s 4. Similarly the 1881 Act extended the period provided by the 1876 Act for the Company's exercise of its compulsory purchase powers to June 1883: the 1881 Act, s.3.

²⁰⁴ The 1881 Act, s 5.

Acts inoperable. Accordingly both the 1876 and 1881 Acts may now be repealed on the basis that they are spent.

Extent

9. The provisions proposed for repeal had no effect outside north Wales.

Consultation

10. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Denbighshire County Council and Conwy County Borough Council have been consulted about these repeal proposals.

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Railway authorised by the Ruthin and Cerrig-y-druidion Railway Act 1876

The railway herein-before referred to and authorised by this Act is a railway sixteen miles four furlongs and thirty links in length, or thereabouts, commencing in a certain field known by the name of Park Lane field, adjoining the station yard of the Denbigh, Ruthin, and Corwen Railway at Ruthin, situate in the parish of Ruthin, in the county of Denbigh, and terminating in a field called Bryn-y-braitian, adjoining the London and Holyhead turnpike road, in the parish of Cerrig-y-druidion, in the said county.

SAINT IVES AND WEST CORNWALL JUNCTION RAILWAY COMPANY (1)

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Saint Ives and West Cornwall Junction Railway Act 1853 (16 & 17 Vict. c.clv)	The whole Act.
Saint Ives and West Cornwall Junction Railway Act 1856 (19 & 20 Vict. c.xli)	The whole Act.

Saint Ives and West Cornwall Junction Railway Acts 1853 and 1856

1. This note proposes the repeal of two enactments passed in connection with the construction of a railway in Cornwall, between St Ives and St Erth. The railway project was abandoned in 1872.²⁰⁵ It was only in June 1877, under separate powers,²⁰⁶ that the branch line between St Ives and St Erth was completed as part of the West Cornwall railway.
2. The construction of the railway was authorised by the *Saint Ives and West Cornwall Junction Railway Act 1853* (“the 1853 Act”). The route of the railway was prescribed by section 13 of the 1853 Act and is set out in the *Annex* to this note. The railway was to terminate by a junction with an existing line of the *West Cornwall Railway Company*.
3. The 1853 Act incorporated a company called *The Saint Ives and West Cornwall Junction Railway Company* (“the Company”) to construct the railway. The powers given by the 1853 Act for the construction of the railway were extended by the *Saint Ives and West Cornwall Junction Railway Act 1856* (“the 1856 Act”).
4. The 1853 Act was passed on 4 August 1853. *Section 22* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 2 years from that date. *Section 23* provided that the powers granted to the Company by the Act to complete the railway were to last for only 4 years from that date.

²⁰⁵ These repeals proposals are separate from the proposals (see later) to repeal the Saint Ives and West Cornwall Junction Railway Act 1863 and the Saint Ives and West Cornwall Junction Railway Amendment Act 1868.

5. The 1856 Act was passed to extend the time limits set by the 1853 Act.²⁰⁷ Accordingly *section 3* extended to 23 June 1858 the time after which the Company's compulsory purchase powers under the 1853 Act could no longer be exercised. *Section 4* extended to 23 June 1860 the time after which the Company's powers under that Act to construct the railway could no longer be exercised.

6. In the event, the railway project was abandoned. On 5 March 1872 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²⁰⁸

7. Clearly the abandonment of the railway project in 1872 made the 1853 and 1856 Acts unnecessary. Accordingly both Acts have long been spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside Cornwall.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cornwall County Council have been consulted about these repeal proposals.

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Railway authorised by the Saint Ives and West Cornwall Junction Railway Act 1853

A Railway commencing near *Penalver* otherwise *Pendenolver Point* in the Borough and Parish of *Saint Ives* in the County of *Cornwall*, and terminating by a Junction with the existing Line of the *West Cornwall* Railway Company in the Parish of *Saint Erth* in the said County of *Cornwall*; also a short Branch or Junction Railway, commencing at or near the *Clay Quay* in the Parish of *Uny Lelant* in the same County, and terminating by a Junction with the said first-mentioned intended Railway in the Parish of *Uny Lelant*.

²⁰⁶ Great Western, Bristol and Exeter and South Devon Railway Companies (Cornwall and West Cornwall Railways) Act 1873 (36 & 37 Vict. c.cxiii).

²⁰⁷ Accordingly sections 22 and 23 of the 1853 Act were repealed: the 1856 Act, s 2.

²⁰⁸ *The London Gazette*, 15 March 1872, p 1461.

SAINT IVES AND WEST CORNWALL JUNCTION RAILWAY COMPANY (2)

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Saint Ives and West Cornwall Junction Railway Act 1863 (26 & 27 Vict. c.ccxxx)	The whole Act.
Saint Ives and West Cornwall Junction Railway Amendment Act 1868 (31 & 32 Vict. c.cxxi)	The whole Act.

Saint Ives and West Cornwall Junction Railway Act 1863

Saint Ives and West Cornwall Junction Railway Amendment Act 1868

1. This note proposes the repeal of two enactments passed in connection with the construction of a railway in Cornwall, between St Ives and St Erth. The railway project was abandoned in 1871.²⁰⁹ It was only in June 1877, under separate powers²¹⁰ that the branch line between St Ives and St Erth was completed as part of the West Cornwall railway.
2. The construction of the railway was authorised by the *Saint Ives and West Cornwall Junction Railway Act 1863* (“the 1863 Act”). The route of the railway was prescribed by section 19 of the 1863 Act and is set out in the *Annex* to this note.
3. The 1863 Act incorporated a company called *The Saint Ives and West Cornwall Junction Railway Company* (“the Company”) to construct the railway. The powers given by the 1863 Act for the construction of the railway were extended by the *Saint Ives and West Cornwall Junction Railway Amendment Act 1868* (“the 1868 Act”).
4. The 1863 Act was passed on 28 July 1863. *Section 31* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 32* provided that the powers granted to the Company by the Act to complete the railway were to last for only 5 years from that date.

²⁰⁹ These repeal proposals are separate from the proposals (see earlier) to repeal the Saint Ives and West Cornwall Junction Railway Acts 1853 and 1856.

²¹⁰ Great Western, Bristol and Exeter, and South Devon Railway Companies (Cornwall and West Cornwall Railways) Act 1873 (36 & 37 Vict. c.cxiii).

5. The 1868 Act was passed to extend the time limit set by the 1863 Act for the completion of the railway. Accordingly *section 3* extended to 28 July 1870 the time after which the Company's powers under the 1863 Act to construct the railway could no longer be exercised.

6. In the event, the railway project was abandoned. On 16 May 1871 the Board of Trade, pursuant to the Abandonment of Railways Act 1850, the Railway Companies Act 1867 and the Abandonment of Railways Act 1869, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²¹¹ The Company itself was wound up by order of the court dated 15 December 1871.²¹²

7. Clearly the abandonment of the railway project and the winding up of the Company in 1871 made the 1863 and 1868 Acts unnecessary. Accordingly both Acts have long been spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside Cornwall.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cornwall County Council have been consulted about these repeal proposals.

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Railway authorised by the Saint Ives and West Cornwall Junction Railway Act 1863

A Railway commencing in the Parish of *Saint Erth* in the County of *Cornwall* by a Junction with the *West Cornwall* Railway, and terminating in the Borough and Parish of *Saint Ives* in the same County near *Penalver* or *Pedenolver Point*.

²¹¹ *The London Gazette*, 19 May 1871, p 2432.

²¹² *The London Gazette*, 26 December 1871, p 5838.

SALTASH AND CALLINGTON RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Saltash and Callington Railway Act 1865 (28 & 29 Vict. c.cccclxxiii)	The whole Act.

Saltash and Callington Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in South Cornwall. The railway project was abandoned in 1869. It would have linked with the Cornwall Railway Company.
2. The construction of the railway was authorised by the *Saltash and Callington Railway Act 1865* (“the 1865 Act”). The route of the railway was prescribed by section 22 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Saltash and Callington Railway Company* (“the Company”) to construct the railway.
4. The 1865 Act was passed on 6 July 1865. *Section 19* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 24* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 7 September 1869 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²¹³
6. Clearly the abandonment of the railway project in 1869 made the 1865 Act unnecessary. Accordingly it has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside south Cornwall.

²¹³ *The London Gazette*, 14 September 1869, p 5066.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cornwall County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Saltash and Callington Railway Act 1865

1. A Railway commencing in the Parish of *Saint Stephen's-by-Saltash* by a Junction with the *Cornwall* Railway at or near the *Saltash* Station thereof, and terminating in the Parish of *Callington* at or near the proposed Termination of the *Tamar, Kit Hill, and Callington* Railway.
2. A Railway wholly situate in the said Parish of *Saint Stephen's-by-Saltash*, commencing by a Junction with the said *Cornwall* Railway near the Western End of the *Coombe* Viaduct, and terminating by a Junction with the Railway No.1 in a Field the Property of *William Henry Pole Carew* Esquire, in the Occupation of *Thomas Richards*.

SANDBACH AND WINSFORD JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Sandbach and Winsford Junction Railway Act 1872 (35 & 36 Vict. c.lxxvi)	The whole Act.
Sandbach and Winsford Junction Railway Abandonment Act 1875 (38 & 39 Vict. c.lxv)	The whole Act.

Sandbach and Winsford Junction Railway Act 1872

Sandbach and Winsford Junction Railway Abandonment Act 1875

1. This note proposes the repeal of two enactments in connection with the construction of a railway in Cheshire. The railway project was abandoned in 1875.
2. The construction of the railway was authorised by the Sandbach and Winsford Junction Railway Act 1872 (“the 1872 Act”). The route of the railway was prescribed by section 5 of the 1872 Act and is set out in the *Annex* to this note.
3. The 1872 Act incorporated a company called *The Sandbach and Winsford Junction Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Sandbach and Winsford Junction Railway Abandonment Act 1875* (“the 1875 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1875 Act recorded that the Company had not exercised any of its powers under the 1872 Act in relation to the construction of the railway. The Company had been unable to raise the necessary funds.
5. The 1875 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist" (*section 7*)
- (h) payment of expenses of obtaining the 1875 Act (*section 8*).

6. Clearly the purposes of the 1875 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1875 Act will have long since been barred by passage of time. Accordingly the 1875 Act is spent and may now be repealed.

7. The 1872 Act is also spent. *Section 32* provided that the powers granted to the Company for the compulsory purchase of land for the purposes of the 1872 Act should not be exercisable after the expiration of three years from the passing of the Act (i.e. 3 years after 27 June 1872). *Section 33* provided that the railway was to be completed within 5 years from the passing of the Act, and that after that date (i.e. after 27 June 1877) the powers granted to the Company by the Act to execute the railway would cease to be exercisable. In the event, the winding-up of the Company in 1875 rendered the 1872 Act inoperable. It may therefore now be repealed on the basis that it is spent.

Extent

8. The provisions proposed for repeal had no effect outside Cheshire.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cheshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Sandbach and Winsford Junction Railway Act 1872

A railway, six miles seven furlongs and four and three quarter chains or thereabouts in length, commencing in the township and parish of Sandbach in the county of Chester by a junction with the Harecastle and Sandbach branch of the North Staffordshire Railway, and terminating in the township of Over in the parish of Whitegate in the said county of Chester by a junction with the Winsford Branch Railway of the Cheshire Lines Committee.

SELBY AND MID-YORKSHIRE UNION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Selby and Mid-Yorkshire Union Railway (Wistow to Drax) Abandonment Act 1889 (52 & 53 Vict. c.lxxiii)	The whole Act.
Selby and Mid-Yorkshire Union Railway (Abandonment) Act 1890 (53 & 54 Vict. c.xii)	The whole Act.

Selby and Mid-Yorkshire Union Railway (Wistow to Drax) Abandonment Act 1889
Selby and Mid-Yorkshire Union Railway (Abandonment) Act 1890

1. This note proposes the repeal of two enactments passed to abandon the construction of two railways in North Yorkshire. The railway project was abandoned in 1889 and 1890.

2. The construction of the first of the two railways was authorised by the Church Fenton, Cawood and Wistow Railway Act 1879 (“the 1879 Act”).²¹⁴ The route of the railway (from Church Fenton to Wistow) was prescribed by section 5 of the 1879 Act and is set out in the *Annex* to this note.

3. The construction of the second railway was authorised by the Church Fenton, Cawood and Wistow Railway Act 1882 (“the 1882 Act”).²¹⁵ The route of the railway (from Wistow to Drax) was prescribed by section 4 of the 1882 Act and is also set out in the *Annex* to this note.

4. The 1879 Act incorporated a company called *The Church Fenton, Cawood, and Wistow Railway Company* (“the Company”) to construct the railway. The powers given by the 1879 and 1882 Acts for the construction of the two railways were amended by the Selby and Mid-Yorkshire Union Railway Act 1883 (“the 1883 Act”).²¹⁶ The 1883 Act authorised the construction of a further railway, the route of which was prescribed by section 5 of that Act and is also set out in the *Annex* to this

²¹⁴ 42 & 43 Vict. c.cxxviii.

²¹⁵ 45 & 46 Vict. c.ccxxiii.

²¹⁶ 46 & 47 Vict. c.cxvi.

note. The 1883 Act also changed the name of the Company to The Selby and Mid-Yorkshire Union Railway Company.²¹⁷

5. The powers given by the 1879, 1882 and 1883 Acts for the construction of all three railways were amended by the Selby and Mid-Yorkshire Union Railway Act 1885 (“the 1885 Act”).²¹⁸

6. The purpose of the *Selby and Mid-Yorkshire Union Railway (Wistow to Drax) Abandonment Act 1889* (“the 1889 Act”) was to authorise the abandonment of the railway construction proposals contained in the 1882 Act. The preamble to the 1889 Act recorded that the Company had not exercised any of its powers under the 1882 Act in relation to the purchase of land, the construction of works or the raising of money.

7. The 1889 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1882 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) reduction of the Company’s powers to raise share capital and borrow money (*sections 5 and 6*)
- (f) repayment of deposit money (*section 7*)
- (g) repeal of the 1882, 1883 and 1885 Acts so far as they related to the railway being abandoned (*section 8*)
- (h) payment of expenses of obtaining the 1889 Act (*section 9*).

8. The purpose of the *Selby and Mid-Yorkshire Union Railway (Abandonment) Act 1890* (“the 1890 Act”) was to authorise the abandonment of the railway construction proposals contained in the 1879 and 1883 Acts and the dissolution of the Company. The preamble to the 1890 Act recorded that the Company had not exercised any of its powers under the 1879 or 1883 Acts in relation to the purchase of land, the construction of the railway or the raising of money.

²¹⁷ The 1883 Act, s 3.

²¹⁸ 48 & 49 Vict. c.cxi.

9. The 1890 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1879 and 1883 Acts (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) repeal of all provisions of the 1879, 1882, 1883 and 1885 Acts relating to the railway now being abandoned; annulment of agreement relating to that railway (*section 6*)
 - (g) the Company to proceed immediately to wind up its affairs and settle debts (*section 7*)
 - (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and thereupon all the remaining provisions of the Act of 1879, the Act of 1882, the Act of 1883, and the Act of 1885, shall be repealed" (*section 8*)
 - (i) payment of expenses of obtaining the 1890 Act (*section 9*).
10. Clearly the purposes of the 1889 and 1890 Acts (the abandonment of the two railway proposals and, in the case of the 1890 Act, the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under either Act will have long since been barred by passage of time. Accordingly the 1889 and 1890 Acts are spent and may now be repealed.

Extent

11. The provisions proposed for repeal had no effect outside North Yorkshire.

Consultation

12. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and North Yorkshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Church Fenton, Cawood and Wistow Railway Act 1879

A railway 5 miles 4 furlongs 6.60 chains in length, commencing in the parish of Church Fenton, in a field adjoining and on the east side of the Church Fenton Station of the North-eastern Railway Company, and terminating in the parish of Wistow in a garden situate on the north-west side of the road leading from Wistow to Wistow Common, all in the west riding of Yorkshire.

Railway authorised by the Church Fenton, Cawood and Wistow Railway Act 1882

A railway 7 miles 6 furlongs and 6 chains in length commencing in the township and parish of Wistow, in the west riding of the county of York, by a junction with the railway authorised by the Act of 1879, at or near the termination of that railway, as shown on the plans deposited for the purposes of that Act with the clerk of the peace for the said west riding, at his office at Wakefield, in the month of November, 1878, and terminating in the township and parish of Drax, in the said west riding, by a junction with the railway authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880, and in that Act called Railway No.3.

Railway authorised by the Selby and Mid-Yorkshire Union Railway Act 1883

A railway 3 furlongs and 5 chains in length wholly situate in the township and parish of Church Fenton in the West Riding of the county of York commencing by a junction with the authorised railway and terminating by a junction with the North Eastern Railway.

SEVERN BRIDGE AND FOREST OF DEAN CENTRAL RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Severn Bridge and Forest of Dean Central Railway Act 1879 (42 & 43 Vict. c.xxxii)	The whole Act.
Severn Bridge and Forest of Dean Central Railway Act 1882 (45 & 46 Vict. c.ccvii)	The whole Act.
Severn Bridge and Forest of Dean Central Railway (Abandonment) Act 1884 (47 & 48 Vict. c.xxxiv)	The whole Act.

Severn Bridge and Forest of Dean Central Railway (Abandonment) Act 1884

1. This note proposes the repeal of an enactment passed to abandon the construction of railways in Gloucestershire. The railway project was abandoned in 1884.

2. The construction of one of the railways was authorised by the Severn Bridge and Forest of Dean Central Railway Act 1873 (“the 1873 Act”).²¹⁹ The route of the railway was prescribed by section 5 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act incorporated a company called *The Severn Bridge and Forest of Dean Central Railway Company* (“the Company”) to construct the railway. The powers given by the 1873 Act for the construction of the railway were extended by the Severn Bridge and Forest of Dean Central Railway Acts 1876 (“the 1876 Act”)²²⁰ 1879 (“the 1879 Act”) and 1882 (“the 1882 Act”). The 1876 Act authorised the construction of a further railway, the route of which (prescribed by section 4 of the 1876 Act) is set out in the *Annex* to this note.

4. The purpose of the *Severn Bridge and Forest of Dean Central Railway (Abandonment) Act 1884* (“the 1884 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1884 Act recorded that the Company had not exercised any of its powers under the 1873 or 1876 Acts in relation to the construction of the railways.

²¹⁹ 36 & 37 Vict. c.cxcii.

²²⁰ 39 & 40 Vict. c.ccxix.

5. The 1884 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railways (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
 - (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and thereupon the Act of 1873 and the Act of 1876 shall be repealed" (*section 7*)
 - (h) payment of expenses of obtaining the 1884 Act (*section 8*).

6. Clearly the purposes of the 1884 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1884 Act will have long since been barred by passage of time. Accordingly the 1884 Act is spent and may now be repealed.

7. The 1879 and 1882 Acts are also spent. Their sole purpose was to extend the existing time limits for completing the railways. The 1879 Act extended the limit to 21 July 1882.²²¹ The 1882 Act extended the limit to 21 July 1884.²²² The effect of both Acts ceased once those time limits passed. Accordingly both Acts may now be repealed as spent.

Extent

8. The provisions proposed for repeal had no effect outside Gloucestershire.

²²¹ The 1879 Act, s 3.

²²² The 1882 Act, s.3.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Gloucestershire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Severn Bridge and Forest of Dean Central Railway Act 1873

A railway in the county of Gloucester one mile six furlongs three chains and eighty links in length, commencing in the parish of Lydney by a junction with the railway No.1 authorised by and described in the “Severn Bridge Railway Act, 1872,” near the proposed bridge shown on the plans and sections of that line deposited with the clerk of the peace for the county of Gloucester in the month of November 1871, for carrying that railway over the South Wales line of the Great Western Railway Company, and which bridge is marked on those sections as being two miles forty-five chains from the commencement thereof, and terminating in the parish of Awre by a junction with the Forest of Dean Central Railway at or near the mile post on the last-named railway indicating the distance of three quarters of a mile from its commencement at Awre railway station.

Railway authorised by the Severn Bridge and Forest of Dean Central Railway Act 1876

A railway one mile four furlongs nine chains and eighty links in length, wholly situate in the township of East Dean and county of Gloucester, commencing by a junction with the Forest of Dean Central Railway at a point about three hundred yards measured along that railway to the eastward of the bridge carrying that railway over Dean’s Road leading from Yorkley to Little Dean, and terminating by a junction with the Forest of Dean branch of the Great Western Railway near the mile post on that branch indicating one hundred and twenty-eight and a quarter miles from London.

SHEFFIELD AND MIDLAND RAILWAY COMPANIES COMMITTEE

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Sheffield and Midland Railway Companies Committee Abandonment Act 1877 (40 & 41 Vict. c.xlii)	The whole Act.

Sheffield and Midland Railway Companies Committee Abandonment Act 1877

1. This note proposes the repeal of an enactment passed to abandon the construction of certain railways in Cheshire. The railway project was abandoned in 1877.

2. The construction of the railways was authorised by the Sheffield and Midland Railway Companies Committee Act 1873 (“the 1873 Act”).²²³ The route of the railway was prescribed by section 5 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act authorised a committee called *The Sheffield and Midland Railway Companies Committee* (“the Committee”) to construct the railways.²²⁴

4. The purpose of the *Sheffield and Midland Railway Companies Committee Abandonment Act 1877* (“the 1877 Act”) was to authorise the abandonment of the railway construction proposals. The preamble to the 1877 Act recorded that no part of the railways had been commenced and that it was expedient that the Committee should not be required to complete the railways.

5. The 1877 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Committee to abandon the making of the railways authorised by the 1873 Act (*section 2*)
- (c) repeal of sections 30 and 31 of the 1873 Act (*section 3*)²²⁵

²²³ 36 & 37 Vict. c.liv.

²²⁴ The Committee was established by the Manchester, Sheffield and Lincolnshire Railway and Midland Railway Companies (Joint Lines) Act 1869 (32 & 33 Vict. c.xxv), s 25. The Committee was later incorporated by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act 1872 (35 & 36 Vict. c.clxxviii), s 29. The name of the Committee was later changed to “The Great Central and Midland Joint Committee”: Great Central and Midland Railway Companies Act 1904 (4 Edw.7 c.lxxxiv), s 4. The Committee became vested in the British Transport Commission in 1947.

²²⁵ Section 30 would have imposed a penalty on the Committee for failure to complete the railways by 26 May 1878. Section 31 provided for the application of any such penalty.

- (d) compensation for any loss or damage caused by the Committee in carrying out preliminary surveys and investigations (section 4)
- (e) the Committee to be released from existing contractual obligations, subject to payment of compensation (section 5)
- (f) Manchester, Sheffield and Lincolnshire Railway Company and Midland Railway Company empowered to apply capital or funds raised in connection with the 1873 Act (section 6)
- (g) payment of expenses of obtaining the 1877 Act (section 7).

6. Clearly the purpose of the 1877 Act (the abandonment of the railway proposals) has long since been fulfilled. Similarly any claims for compensation arising under the 1877 Act will have long since been barred by passage of time. Accordingly the 1877 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Cheshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Railway Heritage Association, the Railway Heritage Committee and Cheshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Sheffield and Midland Railway Companies Committee Act 1873

- (1.) A railway (No. 1) five miles, four furlongs, and seven chains in length, commencing in the parish of Runcorn in the county of Chester by a junction with the branch railway leading from the London and North-western Railway to the docks at Runcorn, and terminating in the parish of Thornton in the Moors in the county of Chester by a junction with the branch railway leading from Hooton to Helsby.
- (2.) A railway (No. 2) one mile, eight chains, and eleven yards in length, wholly in the parish of Frodsham in the county of Chester, commencing by a junction with railway No. 1 in a field in the occupation of William Collier, called the Blake Field or Bridge Field, and terminating by a junction with the West Cheshire Railway.

SIDMOUTH RAILWAY AND HARBOUR COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Sidmouth Railway and Harbour Act 1862 (25 & 26 Vict. c.ccxxvii)	The whole Act.
Sidmouth Railway and Harbour Act 1865 (28 & 29 Vict. c.ccxxxvii)	The whole Act.
Sidmouth Railway and Harbour Act 1867 (30 & 31 Vict. c.cv)	The whole Act.

Sidmouth Railway and Harbour Acts 1862, 1865 and 1867

1. This note proposes the repeal of three enactments passed in connection with the construction of a railway (and harbour) at Sidmouth in Devon and in neighbouring areas. The railway (and harbour) project was abandoned in or around 1870.
2. The construction of the railway (and harbour) was authorised initially by the *Sidmouth Railway and Harbour Act 1862* ("the 1862 Act"). The route of the railway (and a summary of the harbour works) was prescribed by section 21 of the 1862 Act and is set out in the *Annex* to this note.
3. The 1862 Act incorporated a company called *The Sidmouth Railway and Harbour Company* ("the Company") to construct the railway (and harbour). The powers given by the 1862 Act for the construction of the railway (and harbour) were extended by the *Sidmouth Railway and Harbour Act 1865* ("the 1865 Act") and the *Sidmouth Railway and Harbour Act 1867* ("the 1867 Act").
4. The 1862 Act was passed on 7 August 1862. *Section 28* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 29* provided that the powers granted to the Company by the Act to make the railway and harbour were to last for only 5 years from that date.
5. *The 1865 Act* authorised the Company to build a branch line from the railway authorised by the 1862 Act. The route of the branch line was prescribed by *section 8* of the 1865 Act and is set out in the *Annex* to this note. *Section 6* provided that the powers conferred by the 1865 Act for the compulsory purchase of land for the

purposes of that Act were not to be exercisable after 5 July 1867. *Section 10* provided that the powers under the 1865 Act to make and complete the branch line should cease to be exercisable after 5 July 1868. Moreover *section 10* extended by one year the time limits imposed by the 1862 Act in relation to compulsory purchase of land and the completion of the railway and harbour. This extension meant that the Company's powers under the 1862 Act in relation to compulsory purchase were extended to 7 August 1866; and in relation to completion of the railway and harbour they were extended to 7 August 1868.

6. *The 1867 Act* authorised the Company to build two additional railways. The routes of these railways were prescribed by *section 4* of the 1867 Act and are set out in the *Annex* to this note. *Section 5* provided that the powers conferred by the 1867 Act for the compulsory purchase of land for the purpose of that Act were not to be exercisable after 20 June 1870. *Section 6* provided that the powers under the 1867 Act to make and complete these additional railways should cease to be exercisable after 20 June 1872. *Section 7* authorised the Company to abandon the construction of part of the railway no.2 authorised by the 1862 Act. By *section 27* the time limits imposed by the 1862 and 1865 Acts for the completion of the various railway and harbour works should be extended until 20 June 1870. Thereafter the Company's powers to carry out those works would cease to be exercisable.

7. In the event, the railway and harbour works were abandoned. Although no formal steps authorising the abandonment seem to have been taken, no railway was built or harbour constructed using the powers provided by the 1862, 1865 or 1867 Acts. The statutory authority to construct the railway and harbour works lapsed on 21 July 1870 by virtue of the 1867 Act. It seems likely that the construction project was abandoned in 1869 or 1870.²²⁶

8. Clearly the abandonment of the railway (and harbour) project made the 1862, 1865 and 1867 Acts unnecessary. Accordingly all three Acts have long been spent and may now be repealed.

Extent

9. The provisions proposed for repeal had no effect outside south Devon.

²²⁶ A separate railway to Sidmouth, under different statutory powers, opened in July 1874. The Sidmouth Railway Company, incorporated by the Sidmouth Railway Act 1871 (34 & 35 Vict. c.lxviii) was finally absorbed by the Southern Railway in 1923.

Consultation

10. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Devon County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Sidmouth Railway and Harbour Act 1862

First. A Railway, herein-after described as Railway No.1, commencing in a certain Field in the Parish of *Sidmouth* in the County of *Devon*, which Field is bounded on the West by the Turnpike Road leading from *Sidmouth* to *Sidbury* and *Honiton* in the said County of *Devon*, and is bounded on the South by the Turnpike Road leading from the last-mentioned Road to *Salcombe Regis*, and which Field is the Property of *Mary Jenkins*, and in the Occupation of *James Pepperell*, and terminating at a Point in the said Parish of *Sidmouth* on the Eastern Side of a certain Field, and about Twenty-five Yards from the Southernmost End thereof, which Field is bounded on the East by the said Turnpike Road leading from *Sidmouth* to *Sidbury* and *Honiton*, and the West by the old Turnpike Road leading from *Sidmouth* via *Bowde* to *Exeter*, and which said Field is the Property of *Herbert* and *Mary Jackson*, and in the Occupation of *Mary Solman*.

Second. A Railway, herein-after described as Railway No.2, commencing in the said Parish of *Sidmouth* at the last-mentioned Terminus of the said Railway No.1, and terminating by a Junction with the *London and South-western* Railway near the *Ottery Road* Station thereon in the Parishes of *Feniton* and *Ottery Saint Mary* in the said County of *Devon*, or One of them.

Third. A Railway, herein-after described as Railway No.3, commencing at a Point about the Centre of a certain Field in the Parish of *Salcombe Regis* in the said County of *Devon*, and which Field is bounded on the East by the River *Sid*, near its Mouth, and is the Property of *Harriett Cornish*, and in the Occupation of *Edward Lawrence*, and terminating by a Junction with the said intended Railway No.1, at a Point at or about the first-mentioned Terminus of the said last-mentioned intended Railway.

Fourth. A Port Harbour or Asylum Harbour at the Mouth of the said River *Sid*, with proper or convenient Breakwater, Piers, Jetties, Lighthouses, and other Works for the safe and convenient Passage of Ships and other Vessels into and out of the said Port or Harbour, Walls, Docks, Slips. Locks, Reservoirs, Quays, Wharfs, Moorings, Staiths, Drops, Landing Places, and other Buildings, Works, and Conveniences connected therewith.

Railway authorised by the Sidmouth Railway and Harbour Act 1865

A Railway, with all proper and necessary Stations, Sidings, Approaches, and other Works and Conveniences connected therewith, commencing in the Parish of *Sidmouth* in the County of *Devon* by a Junction with the authorized Line of the Company at a Point 195 Yards or thereabouts, when measured in a North-westernly Direction, from the Commencement of the Railway described in "The *Sidmouth* Railway and Harbour Act, 1862," as Railway No.2, and which said Point is situate about the Centre of the North-westernmost Side of a certain Enclosure numbered 56 on the Plans deposited with the Clerk of the Peace for the County of *Devon* in respect of the Application to Parliament for such last-mentioned Act, and terminating also in the said Parish of *Sidmouth* on the Northern Bank of a certain public Road commonly known by the Name of *Brewery Lane* at a Point 236 yards or thereabouts, when measured in a Westernly Direction, from the Place where the said *Brewery Lane* leaves the Turnpike Road leading from *Sidmouth* to *Sidbury* and *Honiton*, and which said intended Railway will be wholly situate in the said Parish of *Sidmouth*.

Railway authorised by the Sidmouth Railway and Harbour Act 1867

Railway No.1. A Railway situate wholly in the County of *Devon*, Five Miles and Seven Furlongs in Length, commencing in the Parish of *Harpford* by a Junction with the Railway No.2, authorized to be made by the Act of 1862 in a Field distinguished on the Plans deposited with the Clerk of the Peace for the County of *Devon* with reference to that Act as No.53, in that Parish, and terminating by a Junction with the said authorized Railway No.2, in a Field distinguished on the last-mentioned deposited Plans as No.16, in the Parish of *Ottery Saint Mary*.

Railway No.2. A Railway situate wholly in the County of *Devon*, One Furlong and Four Chains in Length, commencing in the said Parish of *Ottery Saint Mary* by a Junction with the said authorized Railway No.2, in a Field distinguished on the said last-mentioned deposited Plans as No.1, in that Parish, and terminating in the Parish of *Feniton* by a Junction with a Siding of the *London and South-western* Railway (*Yeovil and Exeter* Line) on the Western Side of that Railway at a Point Twelve Chains or thereabouts to the Southward of the *Ottery Road* Station House of the last-named Railway.

SKIPTON AND KETTLEWELL RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Skipton and Kettlewell Railway (Abandonment) Act 1885 (48 & 49 Vict. c.xiv)	The whole Act.

Skipton and Kettlewell Railway (Abandonment) Act 1885

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in North Yorkshire between Skipton and Linton. The railway project was abandoned in 1885.
2. The construction of the railway was authorised by the Skipton and Kettlewell Railway Act 1880 (“the 1880 Act”).²²⁷ The route of the railway was prescribed by section 5 of the 1880 Act and is set out in the *Annex* to this note.
3. The 1880 Act incorporated a company called *The Skipton and Kettlewell Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Skipton and Kettlewell Railway (Abandonment) Act 1885* (“the 1885 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1885 Act recorded that the funds of the Company were wholly insufficient for the making of the railway and that the Company had not exercised any of its powers under the 1880 Act in relation to the taking of land or the making of the railway.
5. The 1885 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)

²²⁷ 43 & 44 Vict. c.cci.

- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) status of the Company under Companies Acts (*section 7*)
- (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and thereupon the Act of 1880 shall be repealed" (*section 8*)
- (i) payment of expenses of obtaining the 1885 Act (*section 9*).

6. Clearly the purposes of the 1885 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1885 Act will have long since been barred by passage of time. Accordingly the 1885 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside North Yorkshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and North Yorkshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Skipton and Kettlewell Railway Act 1880

A railway, nine miles three furlongs in length, commencing by a junction with the Midland (Little North-western) Railway, at a point measuring 567 yards or thereabouts in a south-easterly direction along that railway from the centre of the first bridge from Skipton carrying the said railway over the River Aire, and terminating at a point measuring 148 yards or thereabouts in a north-easterly direction from a house known as Lowfield, in the north-east corner of a field in the occupation of William Topham, and belonging or reputed to belong to the Reverend Thomas Whitaker Nowell, which said field is in the township of Threshfield, in the parish of Linton.

SKIPTON AND WHARFDALE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Skipton and Wharfedale Railway Act 1865 (28 & 29 Vict. c.ccciii)	The whole Act.

Skipton and Wharfedale Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in North Yorkshire between Broughton and Linton. The railway project was abandoned in 1868.
2. The construction of the railway was authorised by the *Skipton and Wharfedale Railway Act 1865* (“the 1865 Act”). The route of the railway was prescribed by section 24 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Skipton and Wharfedale Railway Company* (“the Company”) to construct the railway.
4. The 1865 Act was passed on 5 July 1865. *Section 21* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 41* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 17 December 1868 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²²⁸ The Company itself was wound up by order of the court dated March 1869.
6. Clearly the abandonment of the railway project in 1868 and the winding up of the Company in 1869 made the 1865 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

²²⁸ *The London Gazette*, 5 January 1869, p 52.

Extent

7. The provisions proposed for repeal had no effect outside North Yorkshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and North Yorkshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Skipton and Wharfedale Railway Act 1865

The Railway by this Act authorized will be wholly situate in the West Riding of *Yorkshire*; it will commence in the Township and Parish of *Broughton* by a Junction with the *North-western* Railway, and terminate in the Township of *Freshfield* in the Parish of *Linton* in a Field numbered 24 on the said Plan.

SOMERSET AND DORSET RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Somerset and Dorset Railway (Nettlebridge Branch Railway Abandonment) Act 1878 (41 & 42 Vict. c.xxv)	The whole Act.
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Somerset and Dorset Railway (Nettlebridge Branch Railway Abandonment) Act 1878

1. This note proposes the repeal of an enactment passed to abandon the construction of a branch railway in the Somerset parishes of Binegar and Midsomer Norton.²²⁹ The railway project was abandoned in 1878.

2. The construction of the railway was authorised by the Somerset and Dorset Railway Act 1873 (“the 1873 Act”).²³⁰ The route of the railway was prescribed by section 4 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act authorised the Somerset and Dorset Railway Company (“the Company”) to construct a number of railways including the line known as the Nettlebridge branch line. The Company was an amalgamation of two existing railway companies, the amalgamation being effected by an Act of 1862.²³¹

4. The purpose of the *Somerset and Dorset Railway (Nettlebridge Branch Railway Abandonment) Act 1878* (“the 1878 Act”) was to authorise the abandonment of the Nettlebridge branch railway construction proposals. The preamble to the 1878 Act recorded that the Company had been unable to acquire the land necessary for the construction.

5. The 1878 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the Nettlebridge branch railway authorised by the 1873 Act (*section 2*)
- (c) repayment of deposit money (*section 3*)
- (d) payment of expenses of obtaining the 1878 Act (*section 4*).

²²⁹ Binegar is near Frome. Midsomer Norton is near Radstock.

²³⁰ 36 & 37 Vict. c.ccli.

²³¹ Somerset and Dorset Companies Amalgamation Act 1862 (25 & 26 Vict. c.ccxxv), s 4.

6. Clearly the purpose of the 1878 Act (the abandonment of the railway proposals) has long since been fulfilled. Accordingly the 1878 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Somerset area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Somerset and Dorset Railway Trust, the Somerset and Dorset Railway Heritage Trust and Somerset County Council have been consulted about these repeal proposals.

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ANNEX

Nettlebridge branch railway line authorised
by the
Somerset and Dorset Railway Act 1873

A railway (Nettle Bridge branch), one mile five furlongs six chains in length, commencing in the parish of Binegar by a junction with the Bath extension at the road leading from Shepton Mallet to Bristol, and terminating in the parish of Midsomer Norton in a field situate on the south side of and adjacent to the mine or pit called or known as the Strap Pit of the Downside Colliery Company.

SOUTHAMPTON AND WINCHESTER GREAT WESTERN JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Southampton and Winchester Great Western Junction Railway (Abandonment) Act 1905 (5 Edw.7 c.iv)	The whole Act.
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Southampton and Winchester Great Western Junction Railway (Abandonment) Act 1905

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Southampton and Winchester in Hampshire. The railway project was abandoned in 1905.

2. The construction of this railway was authorised by the Southampton and Winchester Great Western Junction Railway Act 1901 (“the 1901 Act”).²³² The route of the railway was prescribed by section 5 of the 1901 Act and is set out in the *Annex* to this note.

3. The 1901 Act incorporated a company called *The Southampton and Winchester Great Western Junction Railway Company* (“the Company”) to construct the railway. The powers given by the Act for the compulsory purchase of land for the railway and for the completion of the construction works expired on 17 August 1904 and 17 August 1906 respectively.

4. The purpose of the *Southampton and Winchester Great Western Junction Railway (Abandonment) Act 1905* (“the 1905 Act”) was to authorise the abandonment of these railway construction proposals and the dissolution of the Company. The preamble to the 1905 Act recorded that the Company had not exercised any of its powers for the compulsory purchase of land or for the execution of the railway works.

5. The 1905 Act provided as follows:

(a) short title (*section 1*)

(b) the Company to abandon and relinquish the construction of the railway and works as authorised by the 1901 Act (*section 2*)

²³² 1 Edw.7 c.cclxxiv.

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*clause 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all Company debts had been satisfied and the directors had declared by resolution that the affairs of the Company had been wound up, the Company “shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1901 shall be by this Act repealed” (*section 7*)
- (h) payment of expenses including those of obtaining the 1905 Act (*section 8*).

6. Clearly the purposes of the 1905 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1905 Act will have long since been barred by passage of time. Accordingly the 1905 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Hampshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Hampshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Southampton and Winchester Great Western Junction Railway Act 1901 (s 5)

- (1) A railway (No. 1) 7 furlongs 5.85 chains in length commencing in the parish of Milland in the city and borough of Winchester by a junction with the Didcot Company's railway at or near the point where the footbridge at the south end of the goods yard of the Didcot Company's railway at Winchester crosses that company's railway and terminating in the parish of Twyford at a point three hundred and sixty yards or thereabouts measured along the Didcot Company's railway north of the centre of the bridge carrying that railway over the road which crosses the valley of the Itchen near St. Cross Mill leading from St. Cross to the village of Twyford.
- (2) A railway (No. 2) 14 miles 0 furlongs 3.15 chains in length commencing at the termination of Railway No. 1 above described and also by a junction with the Didcot Company's railway at the said point of termination above described and terminating in the parish of St. John in the county borough of Southampton by a junction with the railway or tramway of the Southampton Harbour Board at a point thereon thirty-five yards or thereabouts measured in a south-easterly direction from the south-east corner of French Street.

SOUTHERN RAILWAY COMPANY (IRELAND)

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Southern Railway Act 1865 (28 & 29 Vict. c.cccliii)	The whole Act.
Southern Railway (Deviation and Branches) Act 1866 (29 & 30 Vict. c.cclxxi)	The whole Act.
Southern Railway Additional Powers Act 1871 (34 & 35 Vict. c.ccvii)	The whole Act.
Southern Railway (Extension and Further Powers) Act 1873 (36 & 37 Vict. c.ccxlvi)	The whole Act.
Southern Railway (Further Powers) Act 1874 (37 & 38 Vict. c.cxcvi)	The whole Act.
Southern Railway Act 1876 (39 & 40 Vict. c.ccxlii)	The whole Act.
Southern Railway Act 1878 (41 & 42 Vict. c.cxxiii)	The whole Act.
Southern Railway (Cashel Extension Abandonment) Act 1880 (43 & 44 Vict. c.lvi)	The whole Act.

Southern Railway Acts 1865, 1876 and 1878
Southern Railway (Deviation and Branches) Act 1866
Southern Railway Additional Powers Act 1871
Southern Railway (Extension and Further Powers) Act 1873
Southern Railway (Further Powers) Act 1874
Southern Railway (Cashel Extension Abandonment) Act 1880

1. This note proposes the repeal of an enactment passed to abandon the construction of the Cashel Extension Railway in the county of Tipperary in what is now the Republic of Ireland. The railway project was abandoned in 1880. It would have been built by the Southern Railway Company and was planned as an extension to other railways being constructed by that company. The enactments (seven in total) sponsored by the company to construct those other railways are also now proposed for repeal.

2. The construction of the Cashel Extension Railway was authorised by the *Southern Railway (Extension and Further Powers) Act 1873* ("the 1873 Act"). The

route of the railway was prescribed by section 5 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act authorised the *Southern Railway Company* (“the Company”) to construct the Cashel Extension Railway.²³³ The powers given by the 1873 Act for the construction of the railway were extended by the *Southern Railway Act 1876* (“the 1876 Act”) and the *Southern Railway Act 1878* (“the 1878 Act”).

4. The purpose of the *Southern Railway (Cashel Extension Abandonment) Act 1880* (“the 1880 Act”) was to authorise the abandonment of the Cashel Extension Railway construction proposals. The preamble to the 1880 Act recorded that none of the powers in the 1873, 1876 or 1878 Acts in relation to construction of the railway had been exercised, and that the Company was unable to raise the funds necessary for the construction.

5. The 1880 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1873 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) payment of expenses of obtaining the 1880 Act (*section 6*).

6. Clearly the purpose of the 1880 Act (the abandonment of the proposals to build the Cashel Extension Railway) has long since been fulfilled. Similarly any claims for compensation arising under the 1880 Act will have long since been barred by passage of time. Accordingly the 1880 Act is spent and may now be repealed.

Other Southern Railway enactments

7. Although the 1880 Act may be repealed on the basis that it is technically spent, a further ground of repeal is that it can now have no effect within the United Kingdom. The Act was passed at a time when the whole of Ireland formed part of the United

²³³ The Company was incorporated by the Southern Railway Act 1865 (28 & 29 Vict. c.ccliii).

Kingdom. The establishment of the Irish Free State in 1922 has meant that the 1880 Act, whilst remaining on the statute book of the United Kingdom, no longer has any effect within the United Kingdom. Accordingly it may be repealed as unnecessary so far as the United Kingdom is concerned.

8. On this basis a total of seven other enactments relating to the Company may also be repealed. These are-

- ◆ *Southern Railway Act 1865*. This Act incorporated the Company and authorised it to build a railway in Tipperary from Thurles to Clonmel. The route of this railway was prescribed by section 22 of the 1865 Act and is set out in the *Annex* to this note;
- ◆ *Southern Railway (Deviation and Branches) Act 1866*. This Act authorised the Company to build deviation and branch railways. The routes of these railways were prescribed by section 6 of the 1866 Act and are set out in the *Annex to this note*;
- ◆ *Southern Railway Additional Powers Act 1871*. This Act extended the powers of the Company both for the compulsory purchase of land pursuant to the 1866 Act (until August 1873), and for the completion of the railways pursuant to both the 1865 and 1866 Acts (until August 1874);
- ◆ *Southern Railway (Extension and Further Powers) Act 1873*. This Act (as explained above) authorised the construction of the Cashel Extension Railway. The Act also extended until August 1876 the duration of the Company's powers to purchase land compulsorily and to complete the railways authorised by the 1865 and 1866 Acts;
- ◆ *Southern Railway (Further Powers) Act 1874*. This Act empowered the Company to raise further finance. The preamble recorded that 22 miles of the railway authorised by the 1865 Act had been built;
- ◆ *Southern Railway Act 1876*. This Act extended the period for completing the railway authorised by the 1865 Act to August 1877; and the period for completing the railways authorised by the 1866 and 1873 Acts to August 1879;
- ◆ *Southern Railway Act 1878*. This Act empowered the Company to raise further finance. The Act also extended the period for completing the railway authorised by the 1865 Act to August 1879; and the period for completing the railways authorised by the 1866 and 1873 Acts to August 1882.

Extent

9. The enactments proposed for repeal had no effect outside the Republic of Ireland. They still remain in force inside the Republic although it seems that there are today no railways that operate pursuant to any of these enactments.

Consultation

10. HM Treasury, the Foreign and Commonwealth Office, the Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Office of the Attorney General for the Republic of Ireland and Irish Rail have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Southern Railway Act 1865

A Railway commencing near Thurles by a Junction with the Great Southern and Western Railway, and terminating by a Junction with the Waterford and Limerick Railway to the Eastward of the level Crossing within the Clonmel Station of the Waterford and Limerick Railway.

Railways authorised by the Southern Railway (Deviation and Branches) Act 1866

First, a Deviation Railway, One Mile and Two Furlongs or thereabouts in Length, commencing in the Parish of *Kilgrant* by a Junction with the Railway authorised by the Act of 1865, and terminating near the Goods Station at *Clonmel* of the *Waterford and Limerick* Railway Company by a Junction with the *Waterford and Limerick* Railway; provided that the Company shall construct such Junction with the Line of the *Waterford and Limerick* Railway Company at a Point Four hundred Feet measured in an Easterly Direction along the Main Line of the same Company from the Eastern End of their Engine Shed at the said *Clonmel* Station.

Secondly, a Railway (No. 1), Eight Miles and Four Furlongs or thereabouts in Length, commencing in the Parish of *Graystown* by a Junction with the Railway authorized by the Act of 1865, and terminating near the *Capper* Colliery in the Parish of *Ballingarry*.

Thirdly, a Railway (No. 2), Six Furlongs or thereabouts in Length, commencing in the Parish of *Ballingarry* by a Junction with railway (No. 1), and terminating near the *Ballynastic* Colliery in the parish of *Buolick*.

Fourthly, a Railway (No. 3), One Furlong and Six Chains or thereabouts in Length, commencing in the Parish of *Ballingarry* by a Junction with Railway (No. 2), and terminating near the *Earlshill* Colliery in the same Parish.

Provided that the Company shall not enter upon, take, or use otherwise than by Agreement any Lands required for the Purposes of Railways Nos. 2 and 3.

Railway authorised by the Southern Railway (Extension and Further Powers) Act 1873

A railway, seven miles three furlongs two chains and sixteen yards or thereabouts in length, commencing in the townland of Farranaleen by a junction with the main line authorised by the Act of 1865, and terminating near the Bridewell in the city of Cashel.

SOUTH ESSEX RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
South Essex Railway Act 1865 (28 & 29 Vict. c.cccxlv)	The whole Act.
South Essex Railway Act 1866 (29 & 30 Vict. c.cccxi)	The whole Act.

South Essex Railway Acts 1865 and 1866

1. This note proposes the repeal of two enactments passed in connection with the construction of railways in Essex. The railway project was abandoned in 1874.
2. The construction of the railways was authorised by the *South Essex Railway Act 1865* (“the 1865 Act”) and the *South Essex Railway Act 1866* (“the 1866 Act”). The route of the railways was prescribed by section 22 of the 1865 Act and by section 4 of the 1866 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The South Essex Railway Company* (“the Company”) to construct the railways. The powers given by the 1865 Act for the construction of the railways were extended by the 1866 Act.
4. The 1865 Act was passed on 5 July 1865. *Section 20* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 24* provided that the powers granted to the Company by the Act to make the railways were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 9 May 1874 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railways should be abandoned by the Company.²³⁴ The Company itself was wound up by order of the court dated 3 July 1874.²³⁵

²³⁴ *The London Gazette*, 2 June 1874, p 2874.

²³⁵ *The London Gazette*, 10 July 1874, p 3492.

6. Clearly the abandonment of the railway project and the winding up of the Company in 1874 made the 1865 and 1866 Acts unnecessary. Accordingly both Acts have long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Essex.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Essex County Council have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the South Essex Railway Acts 1865 and 1866

1865 Act

No.1. A Railway commencing in the Parish of *Shenfield* by a Junction with the *Great Eastern* Railway at a Point about Five and a Half Chains Eastward of the First Bridge over that Railway on the East or *Chelmsford* Side of the *Brentford** Station thereon, and terminating in the Parish of *Southminster* at a Point on the public Road leading from *Southminster* to *Burnham*, about Fifteen and a Half Chains Southward of *Somers'* Windmill, and about Twenty-five Chains Northward of a House called and known as *Ratsboro'*.

No.2. A Railway commencing from and out of the intended Railway No.1 in the Parish of *Woodham Ferris* otherwise *Ferrers* at a Point in a Field or Common known as the *Fen*, about Thirty-eight Chains from the *Whalebone* Inn, in a Southerly Direction on the public Road leading from *Battles Bridge* and *Wickford* to *Woodham Ferris* and *Southminster*, and terminating in the Parish of *Heybridge* by a Junction with the *Maldon* Branch of the *Great Eastern* Railway at or near the Bridge carrying that Branch over the *Chelmer* Navigation near to *Maldon* Railway Station.

No.3. A Railway commencing in the Parish of *Shenfield* by a Junction with the said intended Railway No.1 at or near its before-described Commencement, and terminating in the Parish of *Great Warley* by a Junction with the *Great Eastern* Railway at or near the East End of the Up Platform of the *Brentwood* Station of that Railway.

All which Railways will be situated within the County of *Essex*.

1866 Act

A Railway, Five Miles and Three Furlongs in Length, commencing in the Parish of *Rettenden* by a Junction with the authorized *South Essex* Railway near the Point where it crosses the public Road leading from *Battle Bridge* to *Rettenden*, and terminating in the Parish of *Pitsea* by a Junction with the *London, Tilbury, and Southend* Railway at the North Side of the *Pitsea* Station thereon.

* A misprint for 'Brentwood'.

SOUTHSEA RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Southsea Railway
(Abandonment) Act 1869
(32 & 33 Vict. c.xciii)

The whole Act.

Southsea Railway (Abandonment) Act 1869

1. This note proposes the repeal of an enactment passed to abandon the construction of railways in Southsea, Hampshire. The railway project was abandoned in 1869.

2. The construction of the railways was authorised by the Southsea Railway Act 1867 (“the 1867 Act”).²³⁶ The route of the railway was prescribed by section 5 of the 1867 Act and is set out in the *Annex* to this note.

3. The 1867 Act incorporated a company called *The Southsea Railway Company* (“the Company”) to construct the railways.

4. The purpose of the *Southsea Railway (Abandonment) Act 1869* (“the 1869 Act”) was to authorise the abandonment of the railway construction proposals and the winding-up of the Company. The preamble to the 1869 Act recorded that the Company had not exercised any of its powers under the 1867 Act in relation to the construction of the railway. It had been found impossible to raise the necessary capital.

5. The 1869 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railways authorised by the 1867 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) compensation to be paid in respect of non-fulfilment of existing contractual obligations (*section 4*)

²³⁶ 30 & 31 Vict. c.cxciv.

- (e) repeal of section 27 of the 1867 Act (concerning repayment of deposit money) (*section 5*)
- (f) return of deposit money (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Southsea Railway Act 1867, shall be by this Act wholly repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1869 Act (*section 8*).

6. Clearly the purposes of the 1869 Act (the abandonment of the railway proposals and the winding up of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1869 Act will have long since been barred by passage of time. Accordingly the 1869 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Southsea, Hampshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Hampshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Southsea Railway Act 1867

A Railway (No. 1), One Mile and Five Furlongs or thereabouts in Length, commencing by a Junction with the Joint Line at or near *Union Bridge*, and terminating at *East Southsea* otherwise *New Southsea* in a Plot of Land adjoining the *Granada Arms* Public House.

A Railway (No. 2), Three Furlongs or thereabouts in Length, commencing by a Junction with the Joint Line at or near *Fratton Bridge*, and terminating by a Junction with the Railway (No. 1) herein-before described in a Field at the East End of *Emery's Lane*.

ST AUSTELL VALLEYS RAILWAY AND DOCK COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
St. Austell Valleys Railway and Dock (Abandonment) Act 1892 (55 & 56 Vict. c.xxxv)	The whole Act.

St. Austell Valleys Railway and Dock (Abandonment) Act 1892

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in St Austell, Cornwall. The railway project was abandoned in 1892.
2. The construction of the railway was authorised by the St. Austell Valleys Railway and Dock Act 1887 (“the 1887 Act”).²³⁷ The route of the railway was prescribed by section 5 of the 1887 Act and is set out in the *Annex* to this note.
3. The 1887 Act incorporated a company called *The St. Austell Valleys Railway and Dock Company* (“the Company”) to construct the railway. The 1887 Act also authorised the purchase of an existing railway or tramway²³⁸ and the acquisition and use of a dock at Pentewan (Cornwall).
4. The purpose of the *St. Austell Valleys Railway and Dock (Abandonment) Act 1892* (“the 1892 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1892 Act recorded that the Company had not exercised any of its powers under the 1887 Act in relation to the compulsory purchase of land, nor had any part of the Company’s capital been created, issued or paid up.
5. The 1892 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1887 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

²³⁷ 50 & 51 Vict. c.cxlvi.

²³⁸ Known as the St Austell and Pentewan Railway.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1887 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1892 Act (*section 8*).

6. Clearly the purposes of the 1892 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1892 Act will have long since been barred by passage of time. Accordingly the 1892 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Cornwall.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cornwall County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the St. Austell Valleys Railway and Dock Act 1887

Railway No. 1.—A railway 2 miles 7 furlongs and 3.90 chains in length commencing in the parish of St. Austell by a junction with the St. Austell and Pentewan Railway $2\frac{1}{4}$ chains or thereabouts measured along that railway in a south-easterly direction from the termination thereof near the public highway known as Western Hill and terminating in the same parish at the south-western corner of the clay dry known as Higher Ninestones Dry which dry is numbered 1385 on the Ordnance Survey map of the parish of St. Austell to the scale of 25.344 inches to a statute mile.

Railway No. 2.—A railway 2 miles 3 furlongs and 2.70 chains in length commencing in the said parish of St. Austell by a junction with the intended Railway No. 1 : 2 chains or thereabouts measured in a northerly direction from the junction of Gover Road with the Truro Road and $5\frac{3}{4}$ chains or thereabouts measured in a south-easterly direction from the junction of Grove Lane with Gover Road aforesaid terminating in the parish of St. Mewan at the south-eastern corner of the Alviggan or Halviggan Clay Dry which dry is numbered 68 on the Ordnance Survey map of the said parish of St. Mewan to the scale of 25.344 inches to a statute mile.

Railway No. 3.—A railway 8.10 chains in length commencing in the said parish of St. Austell by a junction with the intended Railway No. 1 : 4 chains or thereabouts measured in a northerly direction from the junction of Gover Road aforesaid and $4\frac{1}{4}$ chains or thereabouts measured in a south-easterly direction from the junction of Grove Lane with Gover Road aforesaid and terminating in the same parish inside the yard of the steam flour mill known as the Town Mill occupied by Thomas Hitchins 1 chain or thereabouts measured in a north-easterly direction from the gateway leading from Blowing House Lane into the said mill.

Railway No. 4.—A railway 5 furlongs 2.30 chains in length commencing in the said parish of St. Austell by a junction with the intended Railway No. 1 : $5\frac{3}{4}$ chains or thereabouts measured in a northerly direction from the Providence Bible Christian Chapel Carthew and $6\frac{1}{4}$ chains or thereabouts measured in a south-westerly direction from the Ordnance Survey bench mark on the Carthew Inn and terminating in the same parish at the south-west corner of the clay dry known as Gunheath which dry is numbered 950 on the said Ordnance Survey map of the said parish.

A deviation Railway (No.1) 4 furlongs and 6.30 chains in length commencing in the said parish of St. Austell by a junction with the said St. Austell and Pentewan Railway $19\frac{1}{4}$ chains or thereabouts from the northernmost reservoir of the said railway and $13\frac{3}{4}$ chains or thereabouts measured in a north-easterly direction from Heligan Lower Lodge and terminating in the parish of St. Ewe by a junction with the St. Austell and Pentewan Railway $18\frac{1}{2}$ chains or thereabouts from Nansladron Entrance Lodge.

SUNNINGDALE AND CAMBRIDGE TOWN RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Sunningdale and Cambridge Town Railway Act 1864 (27 & 28 Vict. c.ccvii)	The whole Act.
Sunningdale and Cambridge Town Railway (Extensions) Act 1865 (28 & 29 Vict. c.cxcvii)	The whole Act.
Sunningdale and Cambridge Town Railway (Alterations) Act 1866 (29 & 30 Vict. c.clxi)	The whole Act.

Sunningdale and Cambridge Town Railway Act 1864
Sunningdale and Cambridge Town Railway (Extensions) Act 1865
Sunningdale and Cambridge Town Railway (Alterations) Act 1866

1. This note proposes the repeal of three enactments passed in connection with the construction of a railway in parts of Surrey, Berkshire and Hampshire.²³⁹ The railway project was abandoned in 1868.

2. The construction of the railway was authorised by the *Sunningdale and Cambridge Town Railway Act 1864* (“the 1864 Act”). The route of the railway was prescribed by section 20 of the 1864 Act and is set out in the *Annex* to this note.

3. The 1864 Act incorporated a company called *The Sunningdale and Cambridge Town Railway Company* (“the Company”) to construct the railway. The powers given by the 1864 Act for the construction of the railway were extended by the *Sunningdale and Cambridge Town Railway (Extensions) Act 1865* (“the 1865 Act”) and the *Sunningdale and Cambridge Town Railway (Alterations) Act 1866*.

4. The 1864 Act was passed on 14 July 1864. *Section 23* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 2 years from that date. *Section 24* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date. *Section 36* empowered the *London and South-western Railway Company* to use the railway.

²³⁹ The town formerly known as *Cambridge Town* is today known as *Camberley* (Surrey). The change of name took place in 1877.

5. *The 1865 Act* authorised the Company to increase its share capital and to construct additional railways. The route of the additional railways was prescribed by *section 23* of the 1865 Act and is set out in the *Annex* to this note. *Section 21* provided that the powers conferred by the 1865 Act for the compulsory purchase of land were not to be exercisable after 14 July 1866. *Section 24* provided that the additional railways were to be completed by 14 July 1869 and that the powers granted by the 1865 Act to make the railways were not to be exercisable after that date.

6. *The 1866 Act* authorised the Company to alter the levels at which certain of its authorised railways were to be built, and to increase the Company's share capital. *Section 19* provided that the Company's compulsory purchase of land powers for the purposes of the 1866 Act were not to be exercisable after 28 June 1867. *Section 20* provided that the works authorised by the 1866 Act were to be completed by 14 July 1869, and that the powers granted by the 1866 Act to carry out the works were not to be exercised after that date.

7. In the event, the railway project was abandoned. Although no formal steps authorising the abandonment seem to have been taken, no railway was built using the powers prescribed by the 1864, 1865 or 1866 Acts. The statutory authority for the railway project lapsed on 15 July 1869 by virtue of the 1864 time-limits contained in all three Acts. It seems likely that the construction project was abandoned in or around 1868.

8. Clearly the abandonment of the railway project in or around 1868 made the 1864, 1865 and 1866 Acts unnecessary. Accordingly all three Acts have long been spent and may now be repealed.

Extent

9. The provisions proposed for repeal had no effect outside the counties of Surrey, Berkshire and Hampshire.

Consultation

10. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Surrey County Council, West Berkshire Council and Hampshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Sunningdale and Cambridge Town Railway Act 1864

[A] Railway (No.1) commencing in the Parish of *Windlesham* in the County of *Surrey* near the *Sunningdale* Station of the *Staines, Wokingham, and Woking* Railway, and terminating in the Parish of *Frimley* in the County of *Surrey* in or adjoining *High Street, Cambridge Town*.

Railway authorised by the Sunningdale and Cambridge Town Railway (Extensions) Act 1864

A Railway (the *Frimley* Deviation) wholly in the Chapelry of *Frimley* in the Parish of *Ash* in *Surrey*, commencing by a Junction with the original Line in or near an Enclosure numbered 84 in that Chapelry on the Plans deposited for the Purposes of the original Act, and terminating at *High Street, Cambridge Town*.

A Railway (No.1) wholly in the said Chapelry of *Frimley*, commencing at or near the Termination of the *Frimley* Deviation, and there joining that Deviation, and terminating at a Point on the public Road leading from *Frimley* to *York Town* Four Furlongs or thereabouts from the Junction of that Road with the Turnpike Road leading from *Bagshot* to *Blackwater*.

A Railway (No.2) commencing in the said Chapelry of *Frimley* at or near the Termination of the intended Railway (No.1), and terminating in the Parish of *Yateley* in the County of *Southampton* by a Junction with the *Reading, Guildford, and Reigate* Railway of the *South-eastern* Railway Company near the *Blackwater* Station on that Railway.

TEME VALLEY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Teme Valley Railway Act 1866 (29 & 30 Vict. c.cccxlv)	The whole Act.

Teme Valley Railway Act 1866

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway between Worcester and Lindridge (Worcestershire) and Burford (Shropshire). The railway project was abandoned in 1874.
2. The construction of the railway was authorised by the *Teme Valley Railway Act 1866* ("the 1866 Act"). The route of the railway was prescribed by section 5 of the 1866 Act and is set out in the *Annex* to this note.
3. The 1866 Act incorporated a company called *The Teme Valley Railway Company* ("the Company") to construct the railway.
4. The 1866 Act was passed on 6 August 1866. *Section 19* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 20* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 9 April 1874 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²⁴⁰ The Company itself was wound up by order of the court dated 9 May 1877.
6. Clearly the abandonment of the railway project in 1874 and the winding up of the Company in 1877 made the 1866 Act unnecessary. Accordingly this Act has long been spent and may now be repealed.

²⁴⁰ *The London Gazette*, 17 April 1874, p 2152.

Extent

7. The provisions proposed for repeal had no effect outside Worcestershire and Shropshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Worcestershire County Council and Shropshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Teme Valley Railway Act 1866

A Railway (No.1), Seventeen Miles Four Furlongs and Three Chains in Length, commencing in the Parish of *Claines* in the City of *Worcester* by a Junction with the authorized Railway No.2 of the *London, Worcester, and South Wales* Railway at or near a Point Four Chains or thereabouts from the Commencement thereof as shown on the Plans deposited at the Office of the Clerk of the Peace for the City of *Worcester* in relation to "The *London, Worcester, and South Wales* Railway Act, 1865," in a Field numbered 51 in the same Parish on such Plans, and terminating in the Chapelry of *Knighton-on-Teme* in the Parish of *Lindridge* in the County of *Worcester* by a Junction with the *Tenbury and Bewdley* Railway at a Point about Three hundred Yards North-eastward of the Platform of the *Newnham* Station of that Railway.

A Railway (No.2), Three Miles Five Furlongs and 1.5 Chains in Length, commencing in the Chapelry of *Knighton-on-Teme* in the Parish of *Lindridge* in the County of *Worcester* by a Junction with Railway No.1 in a certain Field belonging to *Frances Wheeler* and *Edward Vincent Wheeler*, or One of them, and in the Occupation of the said *Edward Vincent Wheeler*, and numbered 665 on the Tithe Commutation Map of that Parish, and terminating in the Parish of *Burford* in the County of *Salop* by a Junction with the *Tenbury* Railway at or near the East End of the Passenger Platform of that Railway.

TEMPLE MINERAL RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Temple Mineral Railway (Abandonment) Act 1877 (40 & 41 Vict. c.lv)	The whole Act.

Temple Mineral Railway (Abandonment) Act 1877

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Cornwall, between Blisland and Temple. The railway project was abandoned in 1877.
2. The construction of the railway was authorised by the Temple Mineral Railway Act 1874 (“the 1874 Act”).²⁴¹ The route of the railway was prescribed by section 5 of the 1874 Act and is set out in the *Annex* to this note.
3. The 1874 Act incorporated a company called *The Temple Mineral Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Temple Mineral Railway (Abandonment) Act 1877* (“the 1877 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1877 Act recorded that the Company had not exercised any of its powers under the 1874 Act in relation to the construction of the railway. The Company had been unable to raise the necessary funds.
5. The 1877 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

²⁴¹ 37 & 38 Vict. c.clxxxix.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1874 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1877 Act (*section 8*).

6. Clearly the purposes of the 1877 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1877 Act will have long since been barred by passage of time. Accordingly the 1877 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Cornwall.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cornwall County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Temple Mineral Railway Act 1874

A railway four miles seven furlongs nine chains and thirteen yards in length, wholly situate in the county of Cornwall, commencing in the parish of Blisland by a junction with the Bodmin and Wadebridge Railway, and terminating in the parish of Temple at the point where the road leading from Temple to Merrifield Farm crosses the Temple stream.

TILBURY AND GRAVESEND TUNNEL JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Tilbury and Gravesend Tunnel Junction Railway (Abandonment) Act 1885 (48 & 49 Vict. c.xxi)	The whole Act.
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Tilbury and Gravesend Tunnel Junction Railway (Abandonment) Act 1885

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between the parish of Little Thurrock (Essex) to Gravesend (Kent). The railway project was abandoned in 1885.

2. The construction of the railway was authorised by the Tilbury and Gravesend Tunnel Junction Railway Act 1882 ("the 1882 Act").²⁴² The route of the railway was prescribed by section 5 of the 1882 Act and is set out in the *Annex* to this note.

3. The 1882 Act incorporated a company called *The Tilbury and Gravesend Tunnel Junction Railway Company* ("the Company") to construct the railway.

4. The purpose of the *Tilbury and Gravesend Tunnel Junction Railway (Abandonment) Act 1885* ("the 1885 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1885 Act recorded that the Company had not exercised any of its powers under the 1882 Act in relation to the purchase of land or the construction of the railway.

5. The 1885 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

²⁴² 45 & 46 Vict. c.ccxx.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1882 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1885 Act (*section 8*).

6. Clearly the purposes of the 1885 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1885 Act will have long since been barred by passage of time. Accordingly the 1885 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the areas of Thurrock (Essex) and Gravesend (Kent).

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Essex County Council and Kent County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Tilbury and Gravesend Tunnel Junction Railway Act 1882

No. 1. A railway (with a tunnel for carrying the same under the River Thames) 3 miles and 3.60 chains in length commencing in the parish of Little Thurrock, in the county of Essex, by a junction with the London, Tilbury, and Southend Railway, at a point 1,180 yards or thereabouts, measured in a north-westerly direction along that line, from the north-western side of the signal-box, known in the locality as the West Tilbury Junction signal-box, passing thence through the parish of Chadwell, under the River Thames by means of a tunnel (to be used also for foot passengers), and terminating in the parish of Gravesend, in the county of Kent, at a point in a fence or railing, which fence or railing is the boundary on the eastern side of the house and premises, No.132, Windmill Street, in the said parish of Gravesend, where a wall, dividing the premises of that house from the premises being No. 133, Windmill Street aforesaid meets that fence or railing.

No. 2. A railway 2 furlongs and 8.60 chains in length all in the county of Kent, to commence in the parish of Gravesend, in the county of Kent, at the point of termination of Railway No. 1, and passing thence into and through the parish of Milton-next-Gravesend, in the said county of Kent, and terminating in that parish by a junction with the South-eastern Railway, at a point 160 yards or thereabouts measured in an easterly direction along the down line of that railway from the eastern face of the bridge which carries the street or road known as Wellington Street over that line of railway.

No. 3. A railway, 6 furlongs and 0.80 chains in length all in the county of Kent, commencing in the parish of Gravesend at the point where the Railway No. 1 above described passes under the North Kent line of the South-eastern Railway Company, and terminating in the parish of Northfleet by a junction with the Gravesend Railway authorised in the last session of Parliament, at a point on the deposited plans and sections of that railway where such railway is to cross the road leading from Northfleet by Esher Place to Perry Street.

TOTNES, PAIGNTON, AND TORQUAY DIRECT RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Totnes, Paignton and Torquay Direct Railway (Abandonment) Act 1884 (47 & 48 Vict. c.lv)	The whole Act.
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Totnes, Paignton and Torquay Direct Railway (Abandonment) Act 1884

1. This note proposes the repeal of an enactment passed to abandon the construction of railways in Devon between Littlehempston and Paignton. The railway was abandoned in 1884.

2. The construction of the railways was authorised by the Totnes, Paignton, and Torquay Direct Railway Act 1880 ("the 1880 Act").²⁴³ The route of the railways was prescribed by section 5 of the 1880 Act and is set out in the *Annex* to this note.

3. The 1880 Act incorporated a company called *The Totnes, Paignton, and Torquay Direct Railway Company* ("the Company") to construct the railways.

4. The purpose of the *Totnes, Paignton and Torquay Direct Railway (Abandonment) Act 1884* ("the 1884 Act") was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1884 Act recorded that the Company had not exercised any of its powers under the 1880 Act in relation to the purchase of land and the construction of the railways.

5. The 1884 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railways (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

²⁴³ 43 & 44 Vict. c.clxi.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) provision as to winding-up the Company (*section 7*)
- (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1880 shall be by this Act repealed" (*section 8*)
- (i) payment of expenses of obtaining the 1884 Act (*section 9*).

6. Clearly the purposes of the 1884 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1884 Act will have long since been barred by passage of time. Accordingly the 1884 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Devon.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Devon County Council have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Totnes, Paignton and Torquay Direct Railway Act 1880

A railway (No. 1) four furlongs and seven-and-a-half chains in length commencing in the parish of Little Hempstone, in the county of Devon, by a junction with the Great Western Railway near Totnes Station, and terminating in the parish of Berry-Pomeroy, at a point twenty chains or thereabouts north-eastward of the eastern end of the Totnes Bridge.

A railway (No. 2) six miles one furlong and 2.58 chains in length commencing at the termination of Railway No. 1 above described, and terminating in the parish of Paignton, in the county of Devon, by a junction with the Torquay and Dartmouth line of the Great Western Railway, near the mile-post indicating two hundred and twenty-two and three-quarter miles from London;

which said intended railways will be made or pass from, in, through, or into the parishes, townships, and other places following, or some or one of them; (that is to say,) Totnes, Dartington, Little Hempstone, Berry Pomeroy, Bridgetown, Stoke Gabriel, Collaton, Kirkham, and Paignton, all in the county of Devon.

TOWCESTER AND BUCKINGHAM RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Towcester and Buckingham Railway (Abandonment) Act 1893 (56 & 57 Vict. c.cci)	The whole Act.

Towcester and Buckingham Railway (Abandonment) Act 1893

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Buckingham and Towcester. The railway project was abandoned in 1893.
2. The construction of the railway was authorised by the Towcester and Buckingham Railway Act 1889 (“the 1889 Act”).²⁴⁴ The route of the railway was prescribed by section 5 of the 1889 Act and is set out in the *Annex* to this note.
3. The 1889 Act incorporated a company called *The Towcester and Buckingham Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Towcester and Buckingham Railway (Abandonment) Act 1893* (“the 1893 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1893 Act recorded that the Company had not exercised any of its powers under the 1889 Act in relation to the compulsory purchase of land for, and the construction of, the railway. Nor had the capital necessary to construct the railway been raised.
5. The 1893 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1889 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

²⁴⁴ 52 & 53 Vict. c.cci.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1889 shall be by this Act repealed" (*section 7*).

6. Clearly the purposes of the 1893 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1893 Act will have long since been barred by passage of time. Accordingly the 1893 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the area of Buckingham (Buckinghamshire) and Towcester (Northamptonshire).

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Buckinghamshire County Council and Northamptonshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Towcester and Buckingham Railway Act 1889

- (1.) A railway (referred to on the deposited plans as Railway No. 2) 9 miles 5 furlongs and 1 chain or thereabouts in length commencing in the parish of Radclive otherwise Radclive-cum-Chackmore in the county of Buckingham on the south bank of the River Ouse and terminating in the parish of Towcester in the county of Northampton on the north side of the road leading from Towcester to Brackley and Buckingham.
- (2.) A railway (referred to on the deposited plans as Railway No. 3) 2 furlongs and 3 chains or thereabouts in length (wholly in the said parish of Radclive otherwise Radclive-cum-Chackmore) commencing at the commencement of Railway No. 2 by this Act authorised and terminating by a junction with the Banbury and Buckingham branch of the London and North-western Railway.
- (3.) A railway (referred to on the deposited plans as Railway No. 5) 2 furlongs and 8 chains or thereabouts in length (wholly in the said parish of Towcester) commencing by a junction with Railway No. 2 by this Act authorised at or near its termination as above described and terminating by a junction with the Northampton and Banbury Junction Railway.

TRURO AND PERRAN MINERAL RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Truro and Perran Mineral Railway (Abandonment) Act 1875 (38 & 39 Vict. c.xlv)	The whole Act.

Truro and Perran Mineral Railway (Abandonment) Act 1875

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Cornwall between Truro and Perranzabuloe. The railway project was abandoned in 1875.
2. The construction of the railway was authorised by the Truro and Perran Mineral Railway Act 1872 (“the 1872 Act”).²⁴⁵ The route of the railway was prescribed by section 5 of the 1872 Act and is set out in the *Annex* to this note.
3. The 1872 Act incorporated a company called *The Truro and Perran Mineral Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Truro and Perran Mineral Railway (Abandonment) Act 1875* (“the 1875 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1875 Act recorded that the Company had not exercised any of its powers under the 1872 Act in relation to the construction of the railway. The Company had been unable to raise the necessary funds.
5. The 1875 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

²⁴⁵ 35 & 36 Vict. c.cxxxiii.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1872 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1875 Act (*section 8*).

6. Clearly the purposes of the 1875 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1875 Act will have long since been barred by passage of time. Accordingly the 1875 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Cornwall.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cornwall County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Truro and Perran Mineral Railway Act 1872

1. A railway (No. 1) eight miles four furlongs one chain and seventy links in length, commencing in the parish of Perranzabuloe, in a field, moor, or enclosure, belonging or reputed to belong to Sir Richard Rawlinson Vyvyan, Bart., and presently occupied by Michael Trevethan, abutting northward against the public highway leading from Perran Porth to Cubert, and terminating in the parish of Kenwyn, in a meadow field, No. 426 on the tithe commutation map of that parish, being the second field northward from the bottom of Trehaverne Lane, of the fields commonly called Trehaverne fields.
2. A railway (No. 2) one furlong six chains and twenty links in length, wholly in the said parish of Kenwyn, commencing by a junction with railway No. 1, at its termination before described, and terminating in a field belonging or reputed to belong to Mr. William Baynard, and No. 440 on the tithe commutation map of that parish.
3. A railway (No. 3) two furlongs two chains and sixty links in length, commencing in the said parish of Kenwyn, by a junction with railway No. 1 at the termination thereof, and terminating in the parish of St. Mary's, at a point on the Cornwall Railway about midway between the bridge carrying that railway over the turnpike road from Truro towards Perran, and the eastern end of the Carvedras viaduct of that railway.

UPWELL, OUTWELL AND WISBECH RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Upwell Outwell and Wisbech Railway (Abandonment) Act 1884 (47 & 48 Vict. c.xxxi)	The whole Act.

Upwell Outwell and Wisbech Railway (Abandonment) Act 1884

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Cambridgeshire, between Wisbech and Upwell. The railway project was abandoned in 1884.

2. The construction of the railway was authorised by the Upwell, Outwell, and Wisbech Railway Act 1873 (“the 1873 Act”).²⁴⁶ The route of the railway was prescribed by section 5 of the 1873 Act and is set out in the *Annex* to this note.

3. The 1873 Act incorporated a company called *The Upwell, Outwell and Wisbech Railway Company* (“the Company”) to construct the railway.

4. The purpose of the *Upwell Outwell and Wisbech Railway (Abandonment) Act 1884* (“the 1884 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1884 Act recorded that the Company had been unable to raise the capital necessary for the construction of the railway; and that the Company had not exercised any of its powers under the 1873 Act in relation to the purchase of land or the construction of the railway.

5. The 1884 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

²⁴⁶ 36 & 37 Vict. c.clxxxiv.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1873 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1884 Act (*section 8*).

6. Clearly the purposes of the 1884 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1884 Act will have long since been barred by passage of time. Accordingly the 1884 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Cambridgeshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Cambridgeshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Upwell, Outwell and Wisbech Railway Act 1873

A railway six miles two furlongs four chains and ten yards in length or thereabouts, commencing by a junction with the Great Eastern Railway at a point seventy-two yards or thereabouts measured in an easterly direction from the east end of the platform of the passenger station of the Great Eastern Railway at the town of Wisbech in the parish of Wisbech St. Peter, and terminating at the north side of the turnpike road leading from Wisbech to Ely about ninety-five yards west from Three Holes Bridge in the parish of Upwell.

USK AND TOWY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Usk and Towy Railway Act 1871 (34 & 35 Vict. c.clxxiii)	The whole Act.
Usk and Towy Railway Act 1874 (37 & 38 Vict. c.lxxx)	The whole Act.
Usk and Towy Railway Act 1877 (40 & 41 Vict. c.cxliv)	The whole Act.

Usk and Towy Railway Acts 1871, 1874 and 1877

1. This note proposes the repeal of three enactments passed in connection with the construction of a railway in south Wales. The railway project was abandoned in or around 1886.
2. The construction of the railway was authorised by the *Usk and Towy Railway Act 1871* (“the 1871 Act”). The route of the railway was prescribed by section 5 of the 1871 Act and is set out in the *Annex* to this note.
3. The 1871 Act incorporated a company called *The Usk and Towy Railway Company* (“the Company”) to construct the railway. The powers given by the 1871 Act for the construction of the railway were extended by the *Usk and Towy Railway Act 1874* (“the 1874 Act”) and *the Usk and Towy Railway Act 1877* (“the 1877 Act”).
4. The 1871 Act was passed on 24 July 1871. *Section 18* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 25* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. *The 1874 Act* authorised the Company to divert part of its railway from the route authorised by the *1871 Act*. The route of the diverted railway was prescribed by *section 4* of the 1874 Act and is set out in the *Annex* to this note. The diverted route was in partial substitution for the railway authorised by the 1871 Act. *Section 13* provided that the powers conferred by the 1874 Act for the compulsory purchase of land for the purposes of that Act were not to be exercisable after 30 June 1877. *Section 15* provided that the powers conferred by the 1874 Act for making the railway

should cease to be exercisable after 30 June 1878. So far as the time limits imposed by the 1871 Act were concerned, *section 19* extended the compulsory purchase powers to 24 July 1877, whilst *section 20* similarly extended the powers to complete the railway to 24 July 1877.

6. *The 1877 Act* provided for further extensions of time. *Section 3* extended to 30 June 1879 the date after which the Company's compulsory purchase powers under the 1874 Act were to cease. *Section 4* extended to 30 June 1879 the date after which the Company's powers under the 1871 and 1874 Acts to make and complete all railway works were to cease.

7. In the event, the railway project was abandoned. On 13 November 1878 the Company gave notice of its intention to apply for leave to introduce a Bill authorising the abandonment of the works authorised by the 1871 and 1874 Acts and the dissolution of the Company.²⁴⁷ In the event no such Bill was introduced. However, a notice was published in the *London Gazette* in June 1886 inviting claims by landowners whose property had been "rendered less valuable by the commencement, construction, or abandonment of the above-named Usk and Towy Railway".²⁴⁸ From this it may be inferred that the railway project authorised by the 1871, 1874 and 1877 Acts was abandoned no later than 1886.

8. Clearly the abandonment of the railway project in or around 1886 made the 1871, 1874 and 1877 Acts unnecessary. Accordingly all three Acts have long been spent and may now be repealed.

Extent

9. The provisions proposed for repeal had no effect outside south Wales.

Consultation

10. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Powys County Council and Carmarthenshire County Council have been consulted about these repeal proposals.

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²⁴⁷ *The London Gazette*, 29 November 1878, p 6792.

²⁴⁸ *The London Gazette*, 11 June 1886, p 2813.

ANNEX

Railway authorised by the Usk and Towy Railway Act 1871

A railway twelve miles and three furlongs in length, commencing in the parish of *Defynock** in the county of Brecon by a junction with the Neath and Brecon Railway near to the south end of the bridge carrying that railway over the River Senny, and terminating in the parish of Llandingat in the county of Carmarthen near the town of Llandovery by a junction with the Central Wales Extension Railway of the London and North-western Railway Company at or near the Llandovery station.

Railway authorised by the Usk and Towy Railway Act 1874

- (1.) A deviation railway, two miles seven chains and sixty-five links in length, commencing in the parish of Defynock in the county of Brecon, by a junction with the Company's authorised line at a point about one furlong and five chains from the commencement thereof at Defynock, on the plans of the Usk and Towy Railway deposited with the clerks of the peace for the counties of Brecon and Carmarthen respectively in the month of November one thousand eight hundred and seventy, and terminating in the parish of Llywel in the same county, by a junction with the same authorised line at a point marked two miles and two furlongs from the commencement of such authorised line on the last-mentioned deposited plans.
- (2.) A deviation railway, one mile eight chains forty links in length, commencing in the said parish of Llywel by a junction with the Company's authorised line at a point thereon indicating two miles and four furlongs from the commencement thereof, and terminating in the said parish of Llywel by a junction with the Company's authorised line at a point indicating three miles and five furlongs from the commencement of such authorised line.
- (3.) A deviation railway, six furlongs four chains and seventy links in length, commencing in the parish of Llandingat, in the county of Carmarthen, by a junction with Company's authorised line at a point thereon about eleven miles four furlongs and five chains from the commencement thereof, and terminating in the same parish of Llandingat at a point about twelve miles two furlongs and four chains from the commencement of such authorised line.

* Now commonly known as Defynnog.

UXBRIDGE AND RICKMANSWORTH RAILWAY COMPANY (1)

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Uxbridge and Rickmansworth Railway Act 1861 (24 & 25 Vict. c.lxxiii)	The whole Act.
Uxbridge and Rickmansworth Railway Act 1862 (25 & 26 Vict. c.xxxvi)	The whole Act.
Uxbridge and Rickmansworth Railway Amendment Act 1863 (26 & 27 Vict. c.clxxiii)	The whole Act.
Uxbridge and Rickmansworth Railway Act 1866 (29 & 30 Vict. c.cxli)	The whole Act.
Uxbridge and Rickmansworth Railway (Further Time) Act 1868 (31 & 32 Vict. c.li)	The whole Act.

Uxbridge and Rickmansworth Railway Acts 1861, 1862 and 1866

Uxbridge and Rickmansworth Railway Amendment Act 1863

Uxbridge and Rickmansworth Railway (Further Time) Act 1868

1. This note proposes the repeal of five enactments passed in connection with the construction of a railway from Uxbridge to Rickmansworth. The railway project was abandoned in 1870.

2. The construction of the railway was authorised by the *Uxbridge and Rickmansworth Railway Act 1861* (“the 1861 Act”). The route of the railway was prescribed by section 18 of the 1861 Act and is set out in the *Annex* to this note.

3. The 1861 Act incorporated a company called *The Uxbridge and Rickmansworth Railway Company* (“the Company”) to construct the railway. The powers given by the 1861 Act for the construction of the railway were extended by the *Uxbridge and Rickmansworth Railway Act 1862* (“the 1862 Act”), the *Uxbridge and Rickmansworth Railway Amendment Act 1863* (“the 1863 Act”), the *Uxbridge and Rickmansworth Railway Act 1866* (“the 1866 Act”) and the *Uxbridge and Rickmansworth Railway (Further Time) Act 1868* (“the 1868 Act”).

4. The 1861 Act was passed on 28 June 1861. *Section 29* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 2 years from that date. *Section 30* provided that the powers granted to the Company by the Act to make the railway were to last for only 3 years from that date (18 months in the case of the branch railway).
5. The 1862 Act was passed to authorise the Company to make a deviation of the railway authorised by the 1861 Act. The route of this deviation is set out in the *Annex* to this note. The deviation was in substitution for part of the line authorised by the 1861 Act.
6. The 1863 Act was passed to extend the time limits set by the 1861 Act. Accordingly *section 2* extended to 1 January 1864 the deadline for the exercise of the Company's compulsory purchase powers; and extended to 1 January 1866 the date for the completion of the railway construction works.
7. The 1866 Act was passed to extend further the time limits set by the 1861 Act. Accordingly *section 4* extended to 28 June 1867 the deadline for the exercise of the Company's compulsory purchase powers. *Section 5* extended to 28 June 1868 the deadline for the completion of the railway construction works. The 1866 Act also increased the Company's powers to raise additional capital.
8. The 1868 Act was passed to extend still further the time limits set up by the 1861 Act. Accordingly *section 4* extended to 25 June 1869 the deadline for the exercise of the Company's compulsory purchase powers. *Section 5* extended to 25 June 1870 the deadline for the completion of the railway construction works.
9. In the event, the railway project was abandoned. On 25 November 1870 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²⁴⁹ The Company itself was wound up by order of the court dated 13 March 1872.²⁵⁰

²⁴⁹ *The London Gazette*, 9 December 1870, p 5708.

²⁵⁰ *The London Gazette*, 19 March 1872, p 1517.

10. Clearly the abandonment of the railway project in 1870 and the winding up of the Company in 1872 made the five Acts unnecessary. Accordingly all five Acts have long been spent and may now be repealed.

Extent

11. The provisions proposed for repeal had no effect outside the areas of Uxbridge (London Borough of Hillingdon), Rickmansworth (Hertfordshire) and Denham (Buckinghamshire).

Consultation

12. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Borough of Hillingdon, Hertfordshire County Council and Buckinghamshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Uxbridge and Rickmansworth Railway Act 1861

Firstly. A Railway commencing in the Parish of *Hillingdon* by a Junction with the *Uxbridge* Branch of the *Great Western* Railway at or near a Point distant Thirty Chains or thereabouts from the *Uxbridge* Station of the said Branch Railway, and terminating in the Parish of *Rickmansworth* by a Junction with the authorized *Watford and Rickmansworth* Railway, at or near the Termination thereof at or near the Turnpike Road leading from *Rickmansworth* to *Harrow*, at about Six Chains North of the Bridge over the River *Colne*, called *Blatchworth Bridge*, and which Railway will be situate within the Parishes, Townships, Chapelries, and Extra-parochial or other Places following, or some of them; (that is to say,) *Uxbridge*, *Cowley*, *Hillingdon*, and *Harefield*, in the County of *Middlesex*, *Denham* in the County of *Buckingham*, and *Rickmansworth* in the County of *Hertford*.

Secondly. A Branch Railway wholly in the Parish of *Rickmansworth* and County of *Hertford*, commencing by a Junction within the herein-before described intended Railway at or near the Point of its Junction with the authorized *Watford and Rickmansworth* Railway as herein-before described, and terminating at the Field in which a certain Mill known as *Scott's Mill* is situate, and about Fifty Yards to the Westward of the said Mill.

Deviation authorised by the Uxbridge and Rickmansworth Railway Act 1862

A Deviation Line of Railway commencing by a Junction with the authorized Line of the *Uxbridge and Rickmansworth* Railway at a Point marked Two Miles Two Furlongs or thereabouts in a certain Field in the Parish of *Denham* and County of *Buckingham* numbered Twenty-three in that Township on the Plans deposited for the Purposes of the recited Act, and terminating by a Junction with the authorized Line of the *Uxbridge and Rickmansworth* Railway at another Point marked Three Miles or thereabouts in a certain Field in the same Parish and County numbered Eighty on those Plans.

UXBRIDGE AND RICKMANSWORTH RAILWAY COMPANY (2)

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Uxbridge and Rickmansworth Railway Act 1884 (47 & 48 Vict. c.cxciii)	The whole Act.
Uxbridge and Rickmansworth Railway (Abandonment) Act 1888 (51 & 52 Vict. c.x)	The whole Act.

Uxbridge and Rickmansworth Railway Act 1884

Uxbridge and Rickmansworth Railway (Abandonment) Act 1888

1. This note proposes the repeal of two enactments passed in connection with the proposed construction of a railway from Hillingdon (now within the London Borough of Hillingdon) to Rickmansworth (Hertfordshire). The railway project was abandoned in 1888.

2. The construction of the railway was authorised by the Uxbridge and Rickmansworth Railway Act 1881 (“the 1881 Act”).²⁵¹ The route of the railway was prescribed by section 5 of the 1881 Act and is set out in the *Annex* to this note.

3. The 1881 Act incorporated a company called *The Uxbridge and Rickmansworth Railway Company* (“the Company”) to construct the railway. The powers given by the 1881 Act for the construction of the railway were extended by the Uxbridge and Rickmansworth Railway Act 1884 (“the 1884 Act”) and amended by the Uxbridge and Rickmansworth Railway Act 1886 (“the 1886 Act”).²⁵² The 1886 Act authorised a deviation of the route prescribed by the 1881 Act. The note of the deviation was prescribed by section 4 of the 1886 Act and is set out in the *Annex* to this note.

4. The purpose of the *Uxbridge and Rickmansworth Railway (Abandonment) Act 1888* (“the 1888 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1888 Act recorded that the Company had exercised its powers under the 1881 and 1886 Acts

²⁵¹ 44 & 45 Vict. c.clxxv.

²⁵² 49 & 50 Vict. c.xcii.

in relation to the purchase of land and the construction of the railway only to a limited extent.

5. The 1888 Act provided as follows:

- (a) short title (*section 1*)
- (b) the Company to abandon the making of the railway authorised by the 1881 and 1886 Acts (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and the Act of 1881 and the Act of 1886 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1888 Act (*section 8*).

6. Clearly the purposes of the 1888 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1888 Act will have long since been barred by passage of time. Accordingly the 1888 Act is spent and may now be repealed.

7. The *1884 Act* is also spent. Its sole purpose was to extend the time allowed under the 1881 Act for the compulsory purchase of land from August 1884 to August 1885.²⁵³ Thereafter the 1884 Act became spent. It may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside the area between Hillingdon and Rickmansworth.

²⁵³ The 1884 Act, s 2.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Borough of Hillingdon and Hertfordshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Uxbridge and Rickmansworth Railway Act 1881

A railway being Railway No. 1 on the deposited plans eight miles seven chains in length commencing at and by a junction with the Uxbridge Branch of the Great Western Railway in the parish of Hillingdon in the county of Middlesex at a point about six hundred and sixty yards south of the termination of the said branch railway and terminating in the parish of Rickmansworth in the county of Hertford at the point of termination of and by a junction with the Watford and Rickmansworth Railway on the north side of the road leading from Rickmansworth to Harrow about eighty-six yards west of the centre of the bridge carrying that road over the River Chess.

Railway authorised by the Uxbridge and Rickmansworth Railway Act 1886

A deviation railway 3 miles 1 furlong and 2 chains in length, to be substituted for a portion of the original line, such deviation railway to commence from a point in the parish of Rickmansworth, in the county of Hertford, at which the centre line of the original line is shown on the plan referred to in the Act of 1881, and deposited for the purpose of that Act with the clerk of the peace for the county of Hertford, as intersected by a fence separating from each other the properties numbered respectively on the said plan 12 and 14, in the said parish of Rickmansworth, and terminating in the same parish by a junction with the Watford and Rickmansworth Railway of the London and North-western Railway Company at a point 220 yards or thereabouts from the booking office of the Rickmansworth Station of the said Watford and Rickmansworth Railway, measured in a north-eastwardly direction along the centre line of the said Watford and Rickmansworth Railway;

which said deviation railway will pass from, in, through or into the parishes following, that is to say, the parish of Rickmansworth, in the county of Hertford, and the parish of Harefield, in the county of Middlesex.

WATERFORD, LISMORE, AND FERMOY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Waterford, Lismore, and Fermoy Railway Act 1865 (28 & 29 Vict. c.ccli)	The whole Act.

Waterford, Lismore, and Fermoy Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in County Waterford and County Cork in the Republic of Ireland. The railway project was abandoned in 1870.
2. The construction of the railway was authorised by the *Waterford, Lismore, and Fermoy Railway Act 1865* (“the 1865 Act”). The route of the railway was prescribed by section 21 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Waterford, Lismore, and Fermoy Railway Company* (“the Company”) to construct the railway.
4. The 1865 Act was passed on 5 July 1865. *Section 17* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 19* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 3 December 1869 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company. The warrant stated that the Company had raised no money and that no work had been embarked on to construct the railway. By order dated 1 August 1870 the Master of the Rolls appointed Henry Parkinson, a Dublin barrister, to be Official Liquidator of the Company.²⁵⁴
6. Clearly the abandonment of the railway project in 1869 made the 1865 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

²⁵⁴ *The London Gazette*, 2 December 1870, p 5630.

7. Although the 1865 Act may be repealed on the basis that it is technically spent, a further ground of repeal is that it can now have no effect within the United Kingdom. The Act was passed at a time when the whole of Ireland formed part of the United Kingdom. The establishment of the Irish Free State in 1922 has meant that the 1865 Act, whilst remaining on the statute book of the United Kingdom, no longer has any effect within the United Kingdom. Accordingly it may be repealed as unnecessary so far as the United Kingdom is concerned.

Extent

8. The provisions proposed for repeal had no effect outside what is now the Republic of Ireland. They remain in force inside the Republic and their status there will not be affected by these repeal proposals.

Consultation

9. HM Treasury, the Foreign and Commonwealth Office, the Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the Office of the Attorney General for the Republic of Ireland and Irish Rail have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Waterford, Lismore and Fermoy Railway Act 1865

A Railway commencing at the public Road near the *Bilberry Rock* at the North-western Angle of the Municipal Boundary of the City of *Waterford*, on the Right Bank of the River *Suir*, in the Parish of *Trinity Without* in the County of *Waterford*, and terminating on the Right Bank of the Estuary of the *Colligan*, near the Brewery of Messrs. *Purser and Cody*, in the Parish of *Dungarvan* in the County of *Waterford*.

A Railway commencing in the Townland of *Townparks East* in the Parish of *Lismore and Macollop* in the County of *Waterford*, and terminating at the *Fermoy* Station by a Junction with the *Great Southern and Western* Railway near their Coal Depôt in the Townland of *Carrignagroghera* in the Parish of *Fermoy* in the County of *Cork*.

WATERLOO AND WHITEHALL RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Waterloo and Whitehall Railway Act 1865 (28 & 29 Vict. c.cclviii)	The whole Act.
Waterloo and Whitehall Railway (Amendment) Act 1867 (30 & 31 Vict. c.cxcvii)	The whole Act.
Waterloo and Whitehall Railway Act 1868 (31 & 32 Vict. c.clxix)	The whole Act.

Waterloo and Whitehall Railway Acts 1865 and 1868
Waterloo and Whitehall Railway (Amendment) Act 1867

1. This note proposes the repeal of three enactments passed in connection with the construction of a railway in central London, between Great Scotland Yard and Waterloo station. The railway project, which was never completed, was abandoned in 1870.²⁵⁵
2. The construction of the railway was authorised by the *Waterloo and Whitehall Railway Act 1865* (“the 1865 Act”). The route of the railway was prescribed by section 26 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Waterloo and Whitehall Railway Company* (“the Company”) to construct the railway. The powers given by the 1865 Act for the construction of the railway were extended by the *Waterloo and Whitehall Railway (Amendment) Act 1867* (“the 1867 Act”) and the *Waterloo and Whitehall Railway Act 1868* (“the 1868 Act”).
4. The 1865 Act was passed on 5 July 1865. *Section 22* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 59* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.

²⁵⁵ The railway would have been a pneumatic railway ie trains would have been propelled through the tunnel by air pressure.

5. The 1867 Act was passed to enable the Company to raise more money to build the railway.

6. The 1868 Act was passed to extend the time limits set by the 1865 Act. Accordingly *section 3* extended to 5 July 1870 the time after which the Company's compulsory purchase powers under the 1865 Act could no longer be exercised. *Section 4* extended to 5 July 1871 the time after which the Company's powers to construct and complete the railway could no longer be exercised.

7. In the event, the railway was never completed. On 2 September 1870 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²⁵⁶ The Company itself was wound up by order of the court dated 5 May 1871.²⁵⁷

8. Clearly the abandonment of the railway project in 1870 and the winding up of the Company in 1871 made the 1865, 1867 and 1868 Acts unnecessary. Accordingly all three Acts have long been spent and may now be repealed.

Extent

9. The provisions proposed for repeal had no effect outside central London.

Consultation

10. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Westminster City Council, London Underground, the London Underground Railway Society, Transport for London and the Greater London Authority have been consulted about these repeal proposals.

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²⁵⁶ *The London Gazette*, 13 September 1870, p 4141.

²⁵⁷ *The London Gazette*, 12 May 1871, p 2296.

ANNEX

Railway authorised by the Waterloo and Whitehall Railway Act 1865

A Railway commencing in the Parish of *St Martin's-in-the-Fields* in the County of *Middlesex* in the Street or Place known as *Great Scotland Yard* at or near the Western End thereof, and terminating in the Parish of *Lambeth* and County of *Surrey* in a Piece of Land belonging to the *London and South-western* Railway Company, and in the Occupation of *Edwin Benjamin Gammon*, near to and opposite the Arches under the *Waterloo* Station of that Railway numbered respectively 249 and 250.

WEALD OF KENT RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Weald of Kent Railway Act 1864 (27 & 28 Vict. c.cccxxiii)	The whole Act.
Weald of Kent Railway Act 1865 (28 & 29 Vict. c.lxxxii)	The whole Act.

Weald of Kent Railway Acts 1864 and 1865

1. This note proposes the repeal of two enactments passed in connection with the construction of a railway in Kent between Cranbrook and Tenterden (and Benenden). The railway project was abandoned in 1872.
2. The construction of the railway was authorised by the *Weald of Kent Railway Act 1864* (“the 1864 Act”). The route of the railway was prescribed by section 22 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act incorporated a company called *The Weald of Kent Railway Company* (“the Company”) to construct the railway. The powers given by the 1864 Act for the construction of the railway were extended by the *Weald of Kent Railway Act 1865* (“the 1865 Act”).
4. The 1864 Act was passed on 25 July 1864. *Section 24* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 25* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. The 1865 Act was passed to authorise the Company to make a deviation of the railway authorised by the 1864 Act. The route of this deviation is set out in the *Annex* to this note. The deviation was in substitution for part of the line authorised by the 1864 Act.
6. In the event, the railway project was abandoned. On 30 May 1872 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should

be abandoned by the Company.²⁵⁸ The Company itself was wound up by order of the court in June 1873.²⁵⁹

7. Clearly the abandonment of the railway project in 1872 and the winding up of the Company in 1873 made the 1864 and 1865 Acts unnecessary. Accordingly both Acts have long been spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside Kent.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Kent County Council have been consulted about these repeal proposals.

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²⁵⁸ *The London Gazette*, 11 June 1872, p 2722.

²⁵⁹ *The London Gazette*, 1 July 1873, p 3163.

ANNEX

Railway authorised by the Weald of Kent Railway Act 1864

A Railway commencing in the Parish of *Cranbrook* in the said County of *Kent*, in a Field belonging to and in the Occupation of *Louisa Dobell*, situate about Twenty Chains South-eastward of the "*Duke William*" Public House at *Hartley* in the said Parish of *Cranbrook*, and terminating in the Parish of *Tenterden* in the said County of *Kent*, in a Field belonging to *Maria Windsor* in the Occupation of *Edgar Windsor*, situate Eastwards of the Farmhouse known as *Ratsbury* in the said Parish of *Tenterden*.

Railway authorised by the Weald of Kent Railway Act 1865

A Line of Railway commencing at and from the Termination of the authorized Line of the *South-eastern* Railway in the Parish of *Cranbrook* in the County of *Kent* in a Field situate at *Hartley* in the Parish and County aforesaid numbered 38 in the said Parish on the Plans deposited in respect of the said Act, and terminating in the Parish of *Benenden* in the said County of *Kent* by a Junction with the authorized Line of the *Weald of Kent* Railway in a Field belonging to *Gathorne Hardy* Esq., and at a Point in such Field Eight Chains or thereabouts Eastward of the Turnpike Road leading from *Sandhurst* to *Benenden*, which Turnpike Road is Eastward of the Mill known as *Mill Street* Mill, and which said Field is numbered 74 in the same Parish on the Plans deposited in respect of the said "*Weald of Kent* Railway Act."

WEDNESFIELD AND WYRLEY BANK RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Wednesfield and Wyrley Bank Railway (Abandonment) Act 1880 (43 & 44 Vict. c.xv)	The whole Act.

Wednesfield and Wyrley Bank Railway (Abandonment) Act 1880

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway between Wednesfield (West Midlands) and Great Wyrley (Staffordshire). The railway project was abandoned in 1880.
2. The construction of the railway was authorised by the Wednesfield and Wyrley Bank Railway Act 1875 (“the 1875 Act”).²⁶⁰ The route of the railway was prescribed by section 5 of the 1875 Act and is set out in the *Annex* to this note.
3. The 1875 Act incorporated a company called *The Wednesfield and Wyrley Bank Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Wednesfield and Wyrley Bank Railway (Abandonment) Act 1880* (“the 1880 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1880 Act recorded that the Company had not exercised any of its powers under the 1875 Act in relation to the construction of the railway.
5. The 1880 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) interpretation (*section 2*)
 - (c) the Company to abandon the making of the railway (*section 3*)
 - (d) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 4*)
 - (e) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 5*)

²⁶⁰ 38 & 39 Vict. c.cxliii.

- (f) repayment of deposit money (*section 6*)
- (g) the Company to proceed immediately to wind up its affairs and settle debts (*section 7*)
- (h) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist, and thereupon the said Act of 1875 shall be repealed" (*section 8*)
- (i) payment of expenses of obtaining the 1880 Act (*section 9*).

6. Clearly the purposes of the 1880 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1880 Act will have long since been barred by passage of time. Accordingly the 1880 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Wolverhampton and South Staffordshire area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Staffordshire County Council and the West Midlands Passenger Transport Authority have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Wednesfield and Wyrley Bank Railway Act 1875

A railway four miles six furlongs in length, commencing in the township of Wednesfield and parish of Wolverhampton by a junction with the Wolverhampton and Walsall Railway, and terminating in the township of Great Wyrley and parish of Cannock.

WELSHPOOL AND LLANFAIR RAILWAY COMPANY (1)

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Welshpool and Llanfair Railway (Abandonment) Act 1882 (45 & 46 Vict. c.xli)	The whole Act.

Welshpool and Llanfair Railway (Abandonment) Act 1882

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in north Wales between Welshpool and Heniarth (near Llanfair Caereinion). The railway was never built pursuant to this enactment. The light railway that operates today between Welshpool and Llanfair was constructed pursuant to powers granted in 1899.²⁶¹
2. The construction of the railway was authorised by the Welshpool and Llanfair Railway Act 1877 (“the 1877 Act”).²⁶² The route of the railway was prescribed by section 5 of the 1877 Act and is set out in the *Annex* to this note.
3. The 1877 Act incorporated a company called *The Welshpool and Llanfair Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Welshpool and Llanfair Railway (Abandonment) Act 1882* (“the 1882 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1882 Act recorded that the Company had been unable to raise the capital necessary for the construction of the railway.
5. The 1882 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)

²⁶¹ The Welshpool and Llanfair Light Railway was authorised by a Light Railway Order dated 8 September 1899. The railway opened in 1903.

²⁶² 40 & 41 Vict. c.ccxxv.

- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1877 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1882 Act (*section 8*).

6. Clearly the purposes of the 1882 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1882 Act will have long since been barred by passage of time. Accordingly the 1882 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Welshpool area of north Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, Welshpool and Llanfair Light Railway Preservation Co. Ltd, the Railway Heritage Committee and Powys County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Welshpool and Llanfair Railway Act 1877

A railway nine miles five furlongs and five chains, or thereabouts, in length, commencing in the parish of Welshpool by a junction with the Cambrian Railway, and terminating in the township of Heniarth in the parish of Llanfair.

Provided always, that in passing through the glebe land of the parish of Castle Caereinion, in the county of Montgomery, the railway shall be diverted within the limits of deviation on the west side of and so that the centre line of railway shall not be within one hundred and thirty-two yards of the Rectory House in that parish, and in making such diversion the Company may deviate from the levels shown on the deposited sections to any extent not exceeding twelve feet.

WELSHPOOL AND LLANFAIR RAILWAY COMPANY (2)

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Welshpool and Llanfair Railway (Abandonment) Act 1892 (55 & 56 Vict. c.ii)	The whole Act.

Welshpool and Llanfair Railway (Abandonment) Act 1892

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in north Wales between Welshpool and Llanfair-Caereinion. The railway was never built pursuant to this enactment. The light railway that operates today between Welshpool and Llanfair was constructed pursuant to powers granted in 1899.²⁶³
2. The construction of the railway was authorised by the Welshpool and Llanfair Railway Act 1887 (“the 1887 Act”).²⁶⁴ The route of the railway was prescribed by section 5 of the 1887 Act and is set out in the *Annex* to this note.
3. The 1887 Act incorporated a company called *The Welshpool and Llanfair Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Welshpool and Llanfair Railway (Abandonment) Act 1892* (“the 1892 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1892 Act recorded that it had been found impossible to raise the capital necessary for the construction of the railway and that the Company had not exercised any of its powers under the 1887 Act in relation to the compulsory purchase of land for, and the construction of, the railway.
5. The 1892 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1887 Act (*section 2*)

²⁶³ The Welshpool and Llanfair Light Railway was authorised by a Light Railway Order dated 8 September 1899. The railway opened in 1903.

²⁶⁴ 50 & 51 Vict. c.clxxxv.

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1887 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1892 Act (*section 8*).

6. Clearly the purposes of the 1892 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1892 Act will have long since been barred by passage of time. Accordingly the 1892 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Welshpool area of north Wales.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, Welshpool and Llanfair Light Railway Preservation Co Ltd, the Railway Heritage Committee and Powys County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Welshpool and Llanfair Railway Act 1887

A railway ten miles two furlongs and eight chains in length commencing in the upper division of Pool parish in the county of Montgomery in a field on the western side of the road called Severn Road at a point seventy-five yards or thereabouts measured in a north-westerly direction from the south-western corner of the existing Cambrian Railway Company's Welshpool Station and terminating in the parish of Llanfair-Caereinion in the same county in a field on the south-eastern side of the roadway leading from Welshpool to Llanfair at a point three hundred and forty yards or thereabouts measured in a north-easterly direction from the northern end of the bridge carrying the roadway over the River Banwy or Einion.

WENSUM VALLEY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Wensum Valley Railway Act 1864 (27 & 28 Vict. c.clxxxii)	The whole Act.
Wensum Valley Railway Abandonment Act 1867 (30 & 31 Vict. c.cxxiv)	The whole Act.

Wensum Valley Railway Act 1864

Wensum Valley Railway Abandonment Act 1867

1. This note proposes the repeal of two enactments relating to the proposed construction of a railway in Norfolk between Dereham and Norwich. The railway project was abandoned in 1867.
2. The construction of the railway was authorised by the Wensum Valley Railway Act 1864 (“the 1864 Act”). The route of the railway was prescribed by section 21 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act incorporated a company called *The Wensum Valley Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Wensum Valley Railway Abandonment Act 1867* (“the 1867 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1867 Act attributed the failure of the enterprise to the lack of financial support that had been expected to come from the Great Eastern Railway Company.
5. The 1867 Act provided as follows:
 - (a) short title and interpretation (*sections 1 and 2*)
 - (b) the Company to abandon the making of the railway (*section 3*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 4*)
 - (d) compensation to be paid in respect of non-fulfilment of existing contractual obligations (*section 5*)

- (e) repeal of section 33 of the 1864 Act and cancellation of deposit bond (*section 6*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 7*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist" (*section 8*)
- (h) payment of expenses of obtaining the 1867 Act (*section 9*).

6. Clearly the purposes of the 1867 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1867 Act will have long since been barred by passage of time. Accordingly the 1867 Act is spent and may now be repealed.

7. The 1864 Act is also spent. *Section 26* provided that the powers granted to the Company for the compulsory purchase of land for the purposes of the 1864 Act should not be exercisable after the expiration of three years from the passing of the Act (i.e. 3 years after 14 July 1864). *Section 27* provided that the railway was to be completed within 5 years from the passing of the Act, and that after that date (i.e. after 14 July 1869) the powers granted to the Company by the Act to execute the railway would cease to be exercisable. In the event, the abandonment of the railway in 1867 rendered the 1864 Act inoperable. It may therefore now be repealed on the basis that it is spent.

Extent

8. The provisions proposed for repeal had no effect outside Norfolk.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Norfolk County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Wensum Valley Railway Act 1864

A Railway (No. 1.) commencing in the Parish of *East Dereham* in the County of *Norfolk* by a Junction with the *Fakenham* Branch of the *Great Eastern* Railway, and terminating in the Parish of *Saint Stephen* in the City and County of *Norwich* at *Saint Stephen's Road*.

A Railway (No. 2.) commencing by a Junction with Railway (No. 1) at the Termination thereof, and terminating in the Parish or Hamlet of *Lakenham* in the County of the City of *Norwich* by a Junction with the *Norwich and Ipswich* Line of the *Great Eastern* Railway.

A Railway (No. 3.) commencing in the said Parish of *East Dereham* by a Junction with the *Lynn and Dereham* Line of the *Great Eastern* Railway, and terminating in the said Parish by a Junction with Railway No. 1.

WEST BROMWICH AND WALSALL RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
West Bromwich and Walsall Railway Act 1866 (29 & 30 Vict. c.ccxxxviii)	The whole Act.

West Bromwich and Walsall Railway Act 1866

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in West Bromwich. The railway project was abandoned in 1871.
2. The construction of the railway was authorised by the *West Bromwich and Walsall Railway Act 1866* (“the 1866 Act”). The route of the railway was prescribed by section 5 of the 1866 Act and is set out in the *Annex* to this note.
3. The 1866 Act incorporated a company called *The West Bromwich and Walsall Railway Company* (“the Company”) to construct the railway.
4. The 1866 Act was passed on 16 July 1866. *Section 30* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 31* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 10 March 1871 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²⁶⁵ The Company itself was wound up by order of the court dated 2 June 1871.²⁶⁶
6. Clearly the abandonment of the railway project and the winding up of the Company in 1871 made the 1866 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

²⁶⁵ *The London Gazette*, 14 March 1871, p1383.

²⁶⁶ *The London Gazette*, 9 June 1871, p 2709.

Extent

7. The provisions proposed for repeal had no effect outside the West Bromwich area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, West Midlands Passenger Transport Executive and Sandwell Metropolitan Borough Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the West Bromwich and Walsall Railway Act 1866

No.1. A Railway (Three Miles Five Furlongs and about Eight Chains in Length) commencing by a Junction with the *Birmingham, Wolverhampton, and Dudley* Line of the *Great Western* Railway in the Parish of *West Bromwich* at or near a Point about Seventy-three Yards North-west of an Occupation Bridge on the said *Birmingham, Wolverhampton, and Dudley* Line, and terminating in the Parish of *West Bromwich* in a certain Wood called *Friars Park Wood*.

Railway No.2. (Four Furlongs and 3.37 Chains in Length) commencing in the said Parish of *West Bromwich* by a Junction with Railway No.1 at the Termination of that Railway, and terminating in the said Parish of *West Bromwich* by a Junction with the *Grand Junction* Line of the *London and North-western* Railway at a Point shown upon a certain Plan signed by the respective Engineers of the Two Companies.

WEST GRINSTEAD, CUCKFIELD, AND HAYWARD'S HEATH JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
West Grinstead, Cuckfield, and Hayward's Heath Junction Railway Act 1864 (27 & 28 Vict. c.ccli)	The whole Act.

West Grinstead, Cuckfield, and Hayward's Heath Junction Railway Act 1864

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in West Sussex. The railway project was abandoned in 1872.
2. The construction of the railway was authorised by the *West Grinstead, Cuckfield, and Hayward's Heath Junction Railway Act 1864* ("the 1864 Act"). The route of the railway was prescribed by section 23 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act incorporated a company called *The West Grinstead, Cuckfield, and Hayward's Heath Junction Railway Company* ("the Company") to construct the railway.
4. The 1864 Act was passed on 25 July 1864. *Section 20* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 26* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 28 June 1872 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²⁶⁷ The Company itself was wound up by order of the court dated 13 July 1872.²⁶⁸

²⁶⁷ *The London Gazette*, 12 July 1872, p 3152.

²⁶⁸ *The London Gazette*, 26 July 1872, p 3372.

6. Clearly the abandonment of the railway project and the winding up of the Company in 1872 made the 1864 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside West Sussex.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and West Sussex County Council have been consulted about these repeal proposals.

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Railway authorised by the West Grinstead, Cuckfield,
and Hayward's Heath Junction Railway Act 1864

A Railway commencing by a Junction with the *Horsham and Shoreham* Branch of the *London, Brighton, and South Coast* Railway in the Parish of *West Grinstead* in the County of *Sussex* at or near the Southern End of the Passenger Platform of the *West Grinstead* Station, and passing from, through, or into the following Parishes, Townships, and Extra-parochial Places following, or some of them, *viz.*, *West Grinstead*, *Cowfold*, *Bolney*, and *Cuckfield*, all in the said County of *Sussex*, and terminating in the Parish of *Cuckfield* in the said County of *Sussex* by a Junction with the *London, Brighton, and South Coast* Railway at or near the Northern Extremity of the Down Platform of the *Hayward's Heath* Station of the said *London, Brighton, and South Coast* Railway.

WEST METROPOLITAN RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
West Metropolitan Railway Act 1899 (62 & 63 Vict. c.ccl)	The whole Act.
West Metropolitan Railway (Abandonment) Act 1904 (4 Edw.7 c.xxi)	The whole Act.

West Metropolitan Railway Act 1899

West Metropolitan Railway (Abandonment) Act 1904

1. This note proposes the repeal of (1) an enactment passed to authorise the construction of a railway in west London from Hammersmith to Acton and (2) an enactment passed to abandon that railway. The railway project was abandoned in 1904.
2. The construction of the railway was authorised by the West Metropolitan Railway Act 1899 (“the 1899 Act”). The route of the railway was prescribed by section 5 of the 1899 Act and is set out in the *Annex* to this note.
3. The 1899 Act incorporated a company called *The West Metropolitan Railway Company* (“the Company”) to construct the railway. The powers given to the Company to construct the railway would cease five years after the passing of the Act in August 1899.²⁶⁹
4. The purpose of the *West Metropolitan Railway (Abandonment) Act 1904* (“the 1904 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1904 Act recorded that no part of the capital authorised by the 1899 Act has been raised; and that the Company had not exercised any of its powers under the 1899 Act in relation to the purchase of land for, and the construction of, the railway.
5. The 1904 Act provided as follows:
 - (a) short title (*section 1*)

²⁶⁹ The 1899 Act, s 45.

- (b) the Company to abandon the making of the railway authorised by the 1899 Act (*section 2*)
- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved" (*section 7*)
- (h) payment of expenses of obtaining the 1904 Act (*section 8*).

6. Both the 1899 and 1904 Acts are now spent. As stated above, the powers given to the Company by the 1899 Act to construct the railway were due to expire in 1904. In the event, however, the 1904 Act terminated those powers by requiring the Company to abandon the construction. Moreover the purposes of the 1904 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1904 Act will have long since been barred by passage of time. Accordingly both the 1899 and 1904 Acts are spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the present day Greater London area.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, the London Borough of Ealing, the London Borough of Hammersmith and Fulham, Transport for London, London Underground, the London Underground Railway Society and the Greater London Authority have been consulted about these repeal proposals.

ANNEX

Railway authorised by the West Metropolitan Railway Act 1899

A railway 2 miles 2 furlongs 5.30 chains in length commencing in the parish of Hammersmith in the county of London by a junction with the Hammersmith and City Joint Line of the Great Western and Metropolitan Railway Companies near the bridge carrying that railway over Wood Lane and terminating in the parish of Acton in the county of Middlesex by a junction with the Acton and Willesden line of the Great Western Railway about nine chains east of the bridge carrying the public road over the Great Western Railway at Friars Place.

WESTMINSTER TERMINUS RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Westminster Terminus Railway Extension Act, Clapham to Norwood, 1855 (18 & 19 Vict. c.cxcviii)	The whole Act.
West End of London and Clapham and Norwood Junction Railway Act 1856 (19 & 20 Vict. c.cxxx)	The whole Act.
Westminster Terminus Railway Extension, Clapham to Norwood, Abandonment Act 1857 (20 & 21 Vict. c.c)	The whole Act.
West End of London and Clapham and Norwood Junction Railway Abandonment Act 1858 (21 & 22 Vict. c.cxlv)	The whole Act.

Westminster Terminus Railway Extension Act, Clapham to Norwood, 1855
West End of London and Clapham and Norwood Junction Railway Act 1856
Westminster Terminus Railway Extension, Clapham to Norwood, Abandonment Act 1857
West End of London and Clapham and Norwood Junction Railway Abandonment Act 1858

1. This note proposes the repeal of four inter-related enactments passed in connection with the construction of railways between Westminster and Norwood via Clapham. The railway project was abandoned in 1857 and 1858.

Background

2. The construction of the railway was authorised by the *Westminster Terminus Railway Act 1854*²⁷⁰ (“the 1854 Act”) and the *Westminster Terminus Railway Extension Act, Clapham to Norwood, 1855* (“the 1855 Act”).²⁷¹ The route of the railway was prescribed by section 21 of the 1854 Act and section 20 of the 1855 Act and is set out in the *Annex* to this note.

The 1854 Act

3. The 1854 Act incorporated a company called *The Westminster Terminus Railway Company* (“the Main Company”) to construct a railway (“the Westminster

²⁷⁰ 17 & 18 Vict. c.ccv.

²⁷¹ 18 & 19 Vict. c.cxcviii.

Terminus Railway”) between Westminster and Clapham, with a branch railway in Battersea. *Section 19* of the 1854 Act suspended the construction work on part of the line near the Clapham terminus pending Parliamentary sanction of an extension of the railway from the Clapham terminus to the Crystal Palace.

The 1855 Act

4. The *1855 Act* incorporated a company called *The Westminster Terminus Railway Extension Company*, Clapham to Norwood (“the Extension Company”) to construct an extension railway from the Clapham terminus of the Westminster Terminus Railway to Norwood. This extension, together with the Westminster Terminus Railway, was intended to provide a continuous line of railway between Westminster and Norwood.²⁷² *Section 21* of the 1855 Act provided that this extension line should be deemed to be the extension of the Westminster Terminus Railway required by *section 19* of the 1854 Act.

The 1856 Act

5. This intended railway was never built. The *West End of London and Clapham and Norwood Junction Railway Act 1856* (“the 1856 Act”)²⁷³ authorised the abandonment of that part of the Westminster Terminus Railway that would have run between Westminster and a point at the boundary between Battersea and Clapham. The branch railway in Battersea was also abandoned, though the 1856 Act authorised the making of another railway in Battersea. The 1856 Act also provided for the Main Company to be renamed as the *West End of London and Clapham and Norwood Junction Railway Company*. Finally the 1856 Act repealed the 1854 Act.²⁷⁴

The 1857 Act

6. The purpose of the *Westminster Terminus Railway Extension, Clapham to Norwood, Abandonment Act 1857* (“the 1857 Act”) was to authorise the abandonment of the extension railway proposals in the 1855 Act and the dissolution of the Extension Company. The preamble to the 1857 Act recorded that the Extension Company had not commenced the construction of the railway or exercised any of its powers under the 1855 Act to purchase land. The abandonment by the 1856 Act of most of the Westminster Terminus Railway project had rendered the making of the extension railway from Clapham to Norwood inexpedient.

²⁷² At the Norwood end, the line would connect with the West End of London and Crystal Palace Railway.

²⁷³ 19 & 20 Vict. c.cxxx.

7. The 1857 Act provided as follows-
- (a) short title (*section 1*)
 - (b) the Extension Company to abandon the making of the railway authorised by the 1855 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Extension Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) repayment of deposit money (*section 4*)
 - (e) Extension Company to settle its debts and liabilities and apply any surplus moneys to shareholders, “and thereupon the [Extension] Company shall be dissolved (*section 5*)
 - (f) Act not to prejudice private rights (*section 6*)
 - (g) payment of expenses of obtaining the 1857 Act (*section 7*).

The 1858 Act

8. The purpose of the *West End of London and Clapham and Norwood Junction Railway Abandonment Act 1858* (“the 1858 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Main Company. The preamble to the 1858 Act recorded that the Main Company had not commenced the construction of the railways authorised by the 1854 and 1856 Acts or exercised any of its powers under those Acts to purchase land. The abandonment by the 1857 Act of the extension railway from Clapham to Norwood had rendered the railway proposed by the 1856 Act useless.

9. The 1858 Act provided as follows:
- (a) short title (*section 1*)
 - (b) the Main Company to abandon the making of the remaining part of the railway authorised by the 1854 Act and the railway authorised by the 1856 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Main Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) 1856 and 1858 Acts not to prejudice private rights (*section 4*)
 - (e) repayment of deposit money (*section 5*)
 - (f) the Main Company to proceed immediately to wind up its affairs, settle debts and divide up any surplus “and thereupon the [Main] Company shall be dissolved” (*section 6*).

²⁷⁴ The 1856 Act, s 6.

Repeals proposed

10. Clearly the purposes of the 1857 and 1858 Acts (the abandonment of the respective railway proposals and the dissolution of the respective companies) have long since been fulfilled. Similarly any claims for compensation arising under either Act will have long since been barred by passage of time. Accordingly both the 1857 and 1858 Acts are spent and may now be repealed.

11. Similarly the abandonment of the railway proposals and the dissolution of both companies have resulted in the 1855 and 1856 Acts becoming unnecessary. As mentioned above, the preamble to the 1857 Act recorded that the Extension Company had not invoked its powers under the 1855 Act to construct the railway or to purchase land. Likewise the preamble to the 1858 Act recorded that the Main Company had not exercised its powers under the 1854 or 1856 Acts to construct railways or to purchase land. Accordingly both the 1855 and 1856 Acts are spent and may now be repealed.

Extent

12. The provisions proposed for repeal had effect only within the area between Westminster and Clapham.

Consultation

13. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Westminster City Council, the London Boroughs of Lambeth and Wandsworth, Transport for London, London Underground, the London Underground Railway Society and the Greater London Authority have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Westminster Terminus Railway Act 1854

First, a Railway commencing at or near the Front Gates to the Entrance of the *Grey Coat Hospital* of the Royal Foundation of *Queen Anne* in *Grey Coat Place* in the Parish of *Saint John the Evangelist* in the City and Liberty of *Westminster*, passing thence from, in, through, or into the several Parishes, Townships, extra-parochial or other Places following; that is to say, *Saint John the Evangelist* in the City and Liberty of *Westminster*, *Saint George Hanover Square* in the City and Liberty of *Westminster* and County of *Middlesex*; *Millbank*, *Pimlico*; Bed and Shore of the River *Thames* in the Counties of *Middlesex* and *Surrey*; *Nine Elms*, *Saint Mary Battersea*; and *Christ Church Clapham*, and *Clapham*, all in the County of *Surrey*; and terminating at or near the Eastern End of the Garden attached to the House Number 19, *Manor Terrace*, on the East Side of *Manor Street*, in the said Parish of *Clapham*.

Second, a Branch Railway, commencing at a Point leading out of the lastly described Railway, about Three Chains and Fifty Links due East from the Northern Angle of the Front of the *Albion Public House*, in *Stewart's Lane* in the Parish of *Saint Mary Battersea* in the County of *Surrey*, and terminating by a Junction with the authorized Line of the "*West End of London and Crystal Palace Railway*," at or near *Long Hedge Farmhouse*, in the Occupation of Mr. *Bernard John Graham* in the Parish of *Saint Mary Battersea* in the County of *Surrey*, which said Branch Railway will pass entirely within the said Parish of *Saint Mary Battersea* in the County of *Surrey*.

Railway authorised by the Westminster Terminus Railway Extension Act, Clapham to Norwood 1855

First, a Railway commencing by a Junction with the *Manor Street* Terminus of the *Westminster Terminus* Railway as at present authorized to be made at a Point situate within and about Two Chains from the Eastern End of the Garden attached to the House numbered 19, *Manor Street*, in the Parish of *Clapham* and County of *Surrey*, and numbered 85 in the Plans of the said *Westminster Terminus* Railway deposited for the said Parish of *Clapham*, and terminating at or near the West Side of the *Bedford Road* about Seven Chains and Fifty Links North from the Junction of *Acre Lane*, *Loats Road*, and *Park Road* with the said *Bedford Road*, and which Point is situate on the Boundary Line separating the said Parish of *Clapham* from the Parish of *St. Mary Lambeth*, which said intended Railway will pass in, through, or into the several Parishes, Townships, Extra-parochial or other Places following, or some of them; that is to say, *High Street*, *Clapham*, in the Parish of *Clapham*, and *Bedford Road* in the Parish of *St. Mary Lambeth*, both in the County of *Surrey*.

Second, a Railway commencing by a Junction with the said first-mentioned intended Line of Railway at the Point where the same is described as intended to terminate, and terminating by a Junction with the authorized Line of the *West End of London and Crystal Palace* Railway at or near the Point where the same Line is intended to pass the *York Road* at its Junction with *York Crescent* at *Norwood* in the Parish of *St. Mary Lambeth* in the County of *Surrey*, and passing wholly within the said Parish of *St. Mary Lambeth* in the County of *Surrey*.

WEST RIDING AND GRIMSBY RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
West Riding and Grimsby Railway (Abandonment) Act 1868 (31 & 32 Vict. c.lv)	The whole Act.

West Riding and Grimsby Railway (Abandonment) Act 1868

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Lincolnshire between Keadby and Lincoln. The railway project was abandoned in 1868.
2. The construction of the railway was authorised by the West Riding and Grimsby Railway (Extension) Act 1865 (“the 1865 Act”).²⁷⁵ The route of the railway was prescribed by section 21 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act authorised a company called *The West Riding and Grimsby Railway Company* (“the Company”) to construct the railway.²⁷⁶ The powers given by the 1865 Act for the construction of the railway were, together with the whole of the Company’s undertaking, transferred jointly to the Great Northern Railway Company and the Manchester, Sheffield and Lincolnshire Railway Company (“the Two Companies”) by the *West Riding and Grimsby Railway (Transfer) Act 1866*.²⁷⁷
4. The purpose of the *West Riding and Grimsby Railway (Abandonment) Act 1868* (“the 1868 Act”) was to authorise the abandonment of the railway construction proposals and the repeal of the 1865 Act. The preamble to the 1868 Act recorded that it would be difficult and expensive to raise the capital necessary for the construction of the railway. The preamble also recorded that the Company had ceased to exist.
5. The 1868 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) interpretation (*section 2*)

²⁷⁵ 28 & 29 Vict. c.cccxxi.

²⁷⁶ The Company was incorporated by the West Riding and Grimsby Railway Act 1862 (25 & 26 Vict. c.ccxii).

²⁷⁷ 29 & 30 Vict. c.clxii.

- (c) repeal of the 1865 Act and other provisions (*section 3*)
- (d) compensation for any loss or damage caused in carrying out preliminary surveys and investigations (*section 4*)
- (e) compensation to be paid in respect of non-fulfilment of existing contractual obligations (*section 5*)
- (f) application of funds to specific purposes (*section 6*)
- (g) repayment of deposit money (*section 7*)
- (h) railways of the Two Companies not exempt from other legislation (*section 8*)
- (i) payment of expenses of obtaining the 1868 Act (*section 9*).

6. Clearly the purposes of the 1868 Act (the abandonment of the railway proposals and the repeal of the 1865 Act) have long since been fulfilled. Similarly any claims for compensation arising under the 1868 Act will have long since been barred by passage of time. Accordingly the 1868 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Lincolnshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Lincolnshire County Council have been consulted about these repeal proposals.

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Railway authorised by the West Riding and Grimsby Railway (Extension) Act 1865

The Railway by this Act authorised will commence by a Junction with the *South Yorkshire* Railway at or near the Bridge carrying the said Railway over the River *Trent* at *Keadby*, and terminate by a Junction with the *Great Northern* Railway Loop Line nearly opposite to the Grand Stand on the *Lincoln* Race-course.

WEST SUSSEX JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
West Sussex Junction Railway Act 1864 (27 & 28 Vict. c.cclxxviii)	The whole Act.
West Sussex Junction Railway Deviation Act 1865 (28 & 29 Vict. c.cxxvii)	The whole Act.
West Sussex Junction Railway Act 1867 (30 & 31 Vict. c.cliv)	The whole Act.

West Sussex Junction Railway Acts 1864 and 1867 *West Sussex Junction Railway Deviation Act 1865*

1. This note proposes the repeal of three enactments passed in connection with the construction of a railway in West Sussex. The railway project was abandoned in or around 1869.
2. The construction of the railway was authorised by the *West Sussex Junction Railway Act 1864* (“the 1864 Act”). The route of the railway was prescribed by section 17 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act incorporated a company called *The West Sussex Junction Railway Company* (“the Company”) to construct the railway. The powers given by the 1864 Act for the construction of the railway were extended by the *West Sussex Junction Railway Deviation Act 1865* (“the 1865 Act”) and the *West Sussex Junction Railway Act 1867* (“the 1867 Act”).
4. The 1864 Act was passed on 25 July 1864. *Section 28* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 29* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. *The 1865 Act* authorised the Company to build a deviation railway in substitution for (a) part of the railway no.1 authorised by the 1864 Act and (b) the whole of the railway no.2 authorised by that Act. The route of the deviation railway was prescribed by section 8 of the 1865 Act and is set out in the *Annex* to this note. *Section 6* provided that the powers conferred by the 1865 Act for the compulsory

purchase of land for the purposes of the Act were not to be exercisable after 25 July 1867. *Section 11* provided that the powers under the Act to make and complete the railway should cease to be exercisable after 25 July 1869.

6. *The 1867 Act* was passed to extend the time limits set by the 1864 and 1865 Acts for the compulsory purchase of land for the deviation railway and for completion of the railway. Accordingly *section 4* extended to 25 July 1869 the time after which the Company's compulsory purchase powers under the 1864 and 1865 Acts could no longer be exercised. *Section 5* extended to 25 July 1870 the time after which the Company's powers to complete the railway construction works under the 1864 and 1865 Acts could no longer be exercised.

7. In the event, the railways were never completed. On 14 June 1869 notice of an application to the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, for the abandonment of the railway project was published.²⁷⁸ Although the outcome of this application is not known, it seems likely that the railway project was abandoned in 1869 or the following year. In any event the statutory authority to build the railway lapsed on 26 July 1870 by virtue of the 1867 Act.

8. Clearly the abandonment of the railway project [and the winding up of the Company] in or around 1869 made the 1864, 1865 and 1867 Acts unnecessary. Accordingly all three Acts have long been spent and may now be repealed.

Extent

9. The provisions proposed for repeal had no effect outside West Sussex.

Consultation

10. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and West Sussex County Council have been consulted about these repeal proposals.

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²⁷⁸ *The London Gazette*, 18 June 1869, p 3477.

ANNEX

Railway authorised by the West Sussex Junction Railway Act 1864

A Railway (No.1) commencing in the Parish of *Hardham* and County of *Sussex* by a Junction with the *Mid-Sussex* Railway, and terminating in the Parish of *Steyning* and County of *Sussex* by a Junction with the *Shoreham, Steyning, and Henfield* Branch Railway of the *London, Brighton, and South Coast* Railway Company.

A Railway (No.2) wholly in the Parish of *Hardham* aforesaid commencing by a Junction with the *Mid-Sussex* Railway, and terminating by a Junction with Railway (No.1) herein-before described.

Deviation railway authorised by the West Sussex Junction Railway Deviation Act 1865

A Railway to commence in the Parish of *Pulborough* in *Sussex* by a Junction with the *Mid Sussex* Railway near the Bridge carrying the public Road from *Billingshurst* to *Pulborough* over that Railway, and to terminate in the Parish of *Storrington* in *Sussex* by a Junction with the Railway No.1 authorised by the original Act.

WHITLAND CRONWARE AND PENDINE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
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Whitland Cronware and Pendine
Railway (Abandonment) Act 1892
(55 & 56 Vict. c.cxxvi)

The whole Act.

Whitland Cronware and Pendine Railway (Abandonment) Act 1892

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Carmarthenshire. The railway project was abandoned in 1892.
2. The construction of the railway was authorised by the Whitland, Cronware, and Pendine Railway Act 1877 (“the 1877 Act”).²⁷⁹ The route of the railway was prescribed by section 5 of the 1877 Act and is set out in the *Annex* to this note.
3. The 1877 Act incorporated a company called *The Whitland Cronware and Pendine Railway Company* (“the Company”) to construct the railway. The powers given by the 1877 Act for the construction of the railway were amended by the Whitland, Cronware and Pendine Railway Act 1882 (“the 1882 Act”).²⁸⁰
4. The purpose of the *Whitland Cronware and Pendine Railway (Abandonment) Act 1892* (“the 1892 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1892 Act recorded that the Company had not exercised any of its powers under the 1877 or 1882 Acts in relation to the purchase of land, the construction of the railway or the raising of funds.
5. The 1892 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

²⁷⁹ 40 & 41 Vict. c.cxcix.

²⁸⁰ 45 & 46 Vict. c.ccxv.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Acts of 1877 and 1882 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1892 Act (*section 8*).

6. Clearly the purposes of the 1892 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1892 Act will have long since been barred by passage of time. Accordingly the 1892 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Carmarthenshire.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Carmarthenshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Whitland, Cronware and Pendine Railway Act 1877

Railway No. 1.— A railway, 5 miles 0 furlongs 6.20 chains in length, commencing in the parish of Llanboidy, in the county of Carmarthen, by a junction with the Great Western (South Wales) Railway, at a point 260 yards or thereabouts from and to the eastward of the east end of the down platform at the Whitland Station, and terminating in the parish of Cyffig, otherwise Kiffig, in the same county, in a field situate on the eastern side of and abutting on the occupation road leading from the turnpike road to Castle Ely (otherwise Castle Heli) West Farm, and at a point 80 yards or thereabouts to the eastward of Castle Ely (otherwise Castle Heli) Mill.

Railway No. 2.— A railway, 2 miles 0 furlongs 5 chains in length, wholly situate in the county of Carmarthen, commencing by a junction with Railway No. 1 at the termination thereof, and terminating in the parish of Eglwyscymryn, in a field situate on the northern side of and abutting on the road leading from Pendine to Marros, and at a point 100 yards or thereabouts from and to the westward of the Green Bridge Inn.

WILTS AND GLOUCESTERSHIRE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Wilts and Gloucestershire Railway Act 1864 (27 & 28 Vict. c.ccxii)	The whole Act.
Wilts and Gloucestershire Railway Act 1867 (30 & 31 Vict. c.lvii)	The whole Act.

Wilts and Gloucestershire Railway Acts 1864 and 1867

1. This note proposes the repeal of two enactments passed in connection with the construction of a railway between Christian Malford (Wiltshire) and Nailsworth (Gloucestershire). The railway project was abandoned in 1870.
2. The construction of the railway was authorised by the *Wilts and Gloucestershire Railway Act 1864* ("the 1864 Act"). The route of the railway was prescribed by section 20 of the 1864 Act and is set out in the *Annex* to this note.
3. The 1864 Act incorporated a company called *The Wilts and Gloucestershire Railway Company* ("the Company") to construct the railway. The powers given by the 1864 Act for the construction of the railway were extended by the *Wilts and Gloucestershire Railway Act 1867* ("the 1867 Act").
4. The 1864 Act was passed on 25 July 1864. *Section 24* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 25* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. The 1867 Act was passed to extend the time limits set up by the 1864 Act. Accordingly, *section 4* extended to 25 July 1870 the time after which the Company's compulsory purchase powers under the 1864 Act could no longer be exercised. *Section 5* extended to 25 July 1872 the deadline for completing the railway construction works. The 1867 Act also permitted the Company to restructure its share capital.

6. In the event, the railway project was abandoned. On 27 August 1870 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²⁸¹ The Company itself was wound up by order of the court dated 10 March 1871.²⁸²

7. Clearly the abandonment of the railway project in 1870 and the winding up of the Company in 1871 made the 1864 and 1867 Acts unnecessary. Accordingly both Acts have long been spent and may now be repealed.

Extent

8. The provisions proposed for repeal had no effect outside the Wiltshire and Gloucestershire area.

Consultation

9. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Wiltshire County Council and Gloucestershire County Council have been consulted about these repeal proposals.

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Railway authorised by the Wilts and Gloucestershire Railway Act 1864

A Railway called Railway (A), commencing by a Junction with the *Great Western* Railway in the Parish of *Christian Malford* in the County of *Wilts*, at or near the Bridge by which the said Railway is carried over the public Road leading from *Foxham* to *Christian Malford* known as "*Frog Lane*," and terminating by a Junction with the authorized Line of the *Stonehouse and Nailsworth* Railway near *Nailsworth* in the County of *Gloucester*, in a Field numbered 40, in the Parish of *Michinhampton* on the Plan deposited as aforesaid.

²⁸¹ *The London Gazette*, 13 September 1870, p 4142.

²⁸² *The London Gazette*, 21 March 1871, p 1513.

WILTSHIRE RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Wiltshire Railway Act 1865 (28 & 29 Vict. c.cccxviii)	The whole Act.

Wiltshire Railway Act 1865

1. This note proposes the repeal of an enactment passed in connection with the construction of a railway in Wiltshire. The railway project was abandoned in 1872.
2. The construction of the railway was authorised by the *Wiltshire Railway Act 1865* ("the 1865 Act"). The route of the railway was prescribed by section 23 of the 1865 Act and is set out in the *Annex* to this note.
3. The 1865 Act incorporated a company called *The Wiltshire Railway Company* ("the Company") to construct the railway.
4. The 1865 Act was passed on 5 July 1865. *Section 27* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 29* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.
5. In the event, the railway project was abandoned. On 12 July 1872 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railway should be abandoned by the Company.²⁸³ The Company itself was wound up by order of the court dated 27 July 1872.²⁸⁴
6. Clearly the abandonment of the railway project and the winding up of the Company in 1872 made the 1865 Act unnecessary. Accordingly the Act has long been spent and may now be repealed.

²⁸³ *The London Gazette*, 23 July 1872, p 3306.

²⁸⁴ *The London Gazette*, 6 August 1872, p 3493.

Extent

7. The provisions proposed for repeal had no effect outside Wiltshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Wiltshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Wiltshire Railway Act 1865

First, a Railway (No.1) commencing in the Parish of *Idmiston* in the County of *Wilts* by a Junction with the *London and South-western* Railway, and terminating in the Parish of *Pewsey* in the same County.

Secondly, a Railway (No.4) commencing in the Parish of *Pewsey* in the County of *Wilts* by a Junction with Railway (No.1), and terminating in the same Parish at or near the *Pewsey* Station of the *Berks and Hants* Railway.

Thirdly, a Railway (No.5) commencing in the Parish of *Upavon* in the County of *Wilts* by a Junction with Railway (No.1), and terminating in the Parish of *Beaching Stoke* in the same County at or near the *Woodborough* Station of the *Berks and Hants* Railway.

WOODHOUSE AND CONISBROUGH RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Woodhouse and Conisbrough Railway (Abandonment) Act 1899 (62 & 63 Vict. c.xxii)	The whole Act.

Woodhouse and Conisbrough Railway (Abandonment) Act 1899

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in South Yorkshire between parishes around Sheffield, Rotherham and Doncaster. The railway project was abandoned in 1899.
2. The construction of the railway was authorised by the Woodhouse and Conisbrough Railway Act 1897 (“the 1897 Act”).²⁸⁵ The route of the railway was prescribed by section 5 of the 1897 Act and is set out in the *Annex* to this note.
3. The 1897 Act incorporated a company called *The Woodhouse and Conisbrough Railway Company* (“the Company”) to construct the railway.
4. The purpose of the *Woodhouse and Conisbrough Railway (Abandonment) Act 1899* (“the 1899 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1899 Act recorded that the Company had not exercised any of its powers under the 1897 Act in relation to the raising of capital, the compulsory purchase of land or the construction of the railway.
5. The 1899 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1897 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
 - (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
 - (e) repayment of deposit money (*section 5*)

²⁸⁵ 60 & 61 Vict. c.ccxxv.

- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1897 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1899 Act (*section 8*).

6. Clearly the purposes of the 1899 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1899 Act will have long since been barred by passage of time. Accordingly the 1899 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the present day area of South Yorkshire.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and the South Yorkshire Passenger Transport Executive have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Woodhouse and Conisbrough Railway Act 1897

Railway No. 1.— A railway 1 mile 2 furlongs 8.2 chains or thereabouts in length commencing in the parish of Handsworth by a junction with the Manchester Sheffield and Lincolnshire Railway and terminating in the parish of Treeton by a junction with the authorised Treeton branch of the Manchester Sheffield and Lincolnshire Railway Company.

Railway No. 2.— A railway 9 miles 7 furlongs 4.3 chains or thereabouts in length commencing by a junction with the said authorised Treeton branch and terminating in the parish of Conisbrough by a junction with the South Yorkshire Railway of the Manchester Sheffield and Lincolnshire Railway Company at Conisbrough Station.

WORCESTER AND ABERYSTWITH JUNCTION RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Worcester and Aberystwith Junction Railway (Abandonment) Act 1880 (43 & 44 Vict. c.xii)	The whole Act.

Worcester and Aberystwith Junction Railway (Abandonment) Act 1880

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway in Powys between New Radnor and Llanellwedd. The railway project was abandoned in 1880.

2. The construction of the railway was authorised by the Worcester and Aberystwith Junction Railway (Deviation) Act 1877 (“the 1877 Act”).²⁸⁶ The route of the railway was prescribed by section 7 of the 1877 Act and is set out in the *Annex* to this note. This railway was by way of substitution for the railway authorised by the Worcester and Aberystwith Junction Railway Act 1874 (“the 1874 Act”).²⁸⁷

3. The 1874 Act incorporated a company called *The Worcester and Aberystwith Junction Railway Company* (“the Company”) to construct the railway described in that Act. The powers given by the 1874 Act for the construction of the railway were adopted by the 1877 Act for the construction of the railway authorised by the 1877 Act.

4. The purpose of the *Worcester and Aberystwith Junction Railway (Abandonment) Act 1880* (“the 1880 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1880 Act recorded that the Company had not exercised any of its powers under the 1877 Act in relation to the construction of the railway. The funds of the Company were “wholly insufficient for the making of the railway”.

5. The 1880 Act provided as follows:

(a) short title (*section 1*)

(b) the Company to abandon the making of the railway (*section 2*)

²⁸⁶ 40 & 41 Vict. c.cxiv.

²⁸⁷ 37 & 38 Vict. c.cxc.

- (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)
- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and thereupon the Act of 1874 and the Act of 1877 shall be repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1880 Act (*section 8*).

6. Clearly the purposes of the 1880 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1880 Act will have long since been barred by passage of time. Accordingly the 1880 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside Powys.

Consultation

8. The Department for Transport, the Welsh Assembly Government, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Powys County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Worcester and Aberystwith Junction Railway (Deviation) Act 1877

A railway, 13 miles 5 furlongs 1.75 chains in length, situate wholly in the county of Radnor, commencing by a junction with the Kington and Eardisley Railway at or near the termination of that railway at New Radnor, and terminating in the parish of Llanelwedd by a junction with the Mid Wales Railway.

WORCESTER AND BROOM RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Worcester and Broom Railway (Abandonment) Act 1894 (57 & 58 Vict. c.xi)	The whole Act.

Worcester and Broom Railway (Abandonment) Act 1894

1. This note proposes the repeal of an enactment passed to abandon the construction of a railway from Worcester to Broom (Warwickshire). The railway project was abandoned in 1894.
2. The construction of the railway was authorised by the Worcester and Broom Railway Act 1885 (“the 1885 Act”).²⁸⁸ The route of the railway was prescribed by section 5 of the 1885 Act and is set out in the *Annex* to this note.
3. The 1885 Act incorporated a company called *The Worcester and Broom Railway Company* (“the Company”) to construct the railway. The powers given by the 1885 Act for the construction of the railway were amended by the Worcester and Broom (Extension of Time) Railway Acts 1888 and 1890²⁸⁹ and by the Worcester and Broom Railway Act 1892.²⁹⁰
4. The purpose of the *Worcester and Broom Railway (Abandonment) Act 1894* (“the 1894 Act”) was to authorise the abandonment of the railway construction proposals and the dissolution of the Company. The preamble to the 1894 Act recorded that the Company had not issued any of its capital and had served no notices to treat for the purchase of land.
5. The 1894 Act provided as follows:
 - (a) short title (*section 1*)
 - (b) the Company to abandon the making of the railway authorised by the 1885 Act (*section 2*)
 - (c) compensation for any loss or damage caused by the Company in carrying out preliminary surveys and investigations (*section 3*)

²⁸⁸ 48 & 49 Vict. c.cc.

²⁸⁹ 51 & 52 Vict. c.clx; 53 & 54 Vict. c.xv.

²⁹⁰ 56 & 57 Vict. c.cxix.

- (d) the Company to be released from existing contractual obligations, subject to payment of compensation (*section 4*)
- (e) repayment of deposit money (*section 5*)
- (f) the Company to proceed immediately to wind up its affairs and settle debts (*section 6*)
- (g) once all the Company's debts had been satisfied and the affairs of the Company had been wound up, "the Company shall be by this Act dissolved and shall thenceforth wholly cease to exist and the Act of 1885 and the said Acts of 1888 1890 and 1892 shall be by this Act repealed" (*section 7*)
- (h) payment of expenses of obtaining the 1894 Act (*section 8*).

6. Clearly the purposes of the 1894 Act (the abandonment of the railway proposals and the dissolution of the Company) have long since been fulfilled. Similarly any claims for compensation arising under the 1894 Act will have long since been barred by passage of time. Accordingly the 1894 Act is spent and may now be repealed.

Extent

7. The provisions proposed for repeal had no effect outside the Worcestershire and Warwickshire areas.

Consultation

8. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee, Worcestershire County Council and Warwickshire County Council have been consulted about these repeal proposals.

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ANNEX

Railway authorised by the Worcester and Broom Railway Act 1885

A Railway (No. 1) 16 miles 3 furlongs 6.70 chains in length commencing in the parish of Claines in the county of Worcester at or near the south-east end of the field called the Flag Meadow field belonging or reputed to belong to the Six Masters Charity and in the occupation of Henry Brooke Hill and terminating in the parish of Bidford in the county of Warwick by a junction with the Evesham Redditch and Stratford-upon-Avon Junction Railway at or near the bridge carrying the road from Broom to Bidford over the railway such bridge being situate about three furlongs measured along the said railway east of its point of crossing the River Arrow.

A Railway (No. 2) 2 furlongs 1.50 chains in length commencing by a junction with the Great Western Railway at the bridge carrying that railway over the Astwood Road at a point about one chain north-east of the mile post on that railway denoting $121\frac{3}{4}$ miles from London and terminating by a junction with the Evesham Railway No. 1 at a point in the Blackpole Road situate about eight chains measured along that road in a north-easterly direction from the lodge at the entrance gate to the Grange in the occupation of Colonel William Stallard.

WORCESTER, DEAN FOREST, AND MONMOUTH RAILWAY COMPANY

<i>Reference</i>	<i>Extent of repeal or revocation</i>
Worcester, Dean Forest, and Monmouth Railway Act 1863 (26 & 27 Vict. c.clxxxv)	The whole Act.
Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act 1864 (27 & 28 Vict. c.ccxcv)	The whole Act.
Worcester, Dean Forest, and Monmouth Railway Act 1865 (28 & 29 Vict. c.cccxix)	The whole Act.

Worcester, Dean Forest, and Monmouth Railway Acts 1863 and 1865
Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act 1864

1. This note proposes the repeal of three enactments passed in connection with the construction of railways in Worcestershire. The railway project was abandoned in 1880.

2. The construction of the original railways was authorised by the *Worcester, Dean Forest, and Monmouth Railway Act 1863* (“the 1863 Act”). The route of the railways was prescribed by section 17 of the 1863 Act and is set out in the *Annex* to this note.

3. The 1863 Act incorporated a company called *The Worcester, Dean Forest, and Monmouth Railway Company* (“the Company”) to construct the railway. The powers given by the 1863 Act for the construction of the railway were extended by the *Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act 1864* (“the 1864 Act”) and the *Worcester, Dean Forest and Monmouth Railway Act 1865* (“the 1865 Act”).

4. The 1863 Act was passed on 21 July 1863. *Section 20* provided that the powers conferred by the Act for the compulsory purchase of land were to last for only 3 years from that date. *Section 21* provided that the powers granted to the Company by the Act to make the railway were to last for only 5 years from that date.

5. The *1864 Act* was passed to authorise the Company to extend the railways authorised by the 1863 Act to the Great Western Railway near Gloucester. The route of this extension railway was prescribed by *section 6* of the 1864 Act and is set out in the *Annex* to this note. *Section 9* provided that the powers conferred by the 1864 Act for the compulsory purchase of land were to last for only 3 years from the date the Act was passed (29 July 1864). *Section 10* provided that the powers conferred by the 1864 Act for making and completing the extension railway were to last for only 5 years from that date.

6. The *1865 Act* was passed to authorise the Company to make two deviations in the extension railway authorised by the 1864 Act. The route of the deviations was prescribed by *section 14* of the 1865 Act and is set out in the *Annex* to this note. *Section 13* provided that the powers conferred by the 1865 Act for the compulsory purchase of land were not to be exercisable after 29 July 1867. *Section 22* provided that the powers conferred by the 1865 Act for carrying out the deviation works should cease on 29 July 1869.

7. In the event, the railway project was abandoned. On 8 December 1868 the Board of Trade, pursuant to the Abandonment of Railways Act 1850 and the Railway Companies Act 1867, issued a warrant ordering and declaring that the railways numbered 1 and 2 authorised by the 1863 Act should be abandoned by the Company.²⁹¹ On 24 June 1880 the Board of Trade issued a similar warrant ordering that the railway numbered 3 authorised by the 1863 Act should also be abandoned by the Company. This railway was described as “the whole remaining railway and undertaking of the Worcester, Dean Forest, and Monmouth Railway Company”.²⁹² The Company itself was wound up by order of the court dated 30 July 1880.²⁹³

8. Clearly the final abandonment of the railway project, and the winding up of the Company, in 1880 made the 1863, 1864 and 1865 Acts unnecessary. Accordingly all three Acts have long been spent and may now be repealed.

Extent

9. The provisions proposed for repeal had no effect outside Worcestershire.

²⁹¹ *The London Gazette*, 12 January 1869, p 169.

²⁹² *The London Gazette*, 13 July 1880, p 3932.

²⁹³ *The London Gazette*, 13 August 1880, p 4471.

Consultation

10. The Department for Transport, the Office of Rail Regulation, Network Rail, the Association of Train Operating Companies, the Heritage Railway Association, the Railway Heritage Committee and Worcestershire County Council have been consulted about these repeal proposals.

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ANNEX

Railways authorised by the Worcester, Dean Forest, and Monmouth Railway Act 1863

No.1. A Railway (in this Act referred to as Railway No.1) commencing in the Parish of *Great Malvern* in the County of *Worcester* by a Junction with the *West Midland* Railway at or near the Junction between such last-mentioned Railway and the *Tewkesbury and Malvern* Railway in the Parish and County aforesaid, and terminating in the Parish of *Abinghall** and County of *Gloucester*.

No.2. A Railway (in this Act referred to as Railway No.2) commencing in the Parish of *Abinghall** and County of *Gloucester*, and terminating in the Parish of *Newland* in the County of *Gloucester*.

No.3. A Railway (in this Act referred to as Railway No.3) commencing in the Parish of *Newland* in the County of *Gloucester*, and terminating in the Parish of *Dixton Newton* in the County of *Monmouth* by a Junction there with the *Coleford, Monmouth, Usk, and Pontypool* Railway.

* **Note:** Today known as *Abenhall*

Extension railway authorised by the Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act 1864

A Railway, with all proper Approaches, Stations, Sidings, Works, and Conveniences connected therewith, to commence in the Parish of *Newent* in the County of *Gloucester* by a Junction there with the *Worcester, Dean Forest, and Monmouth* Railway, and to terminate in the Parish or Extra-parochial Place of *North Hamlet* or *Town Ham* in the said County, at or near a Point on the *Gloucester and Dean Forest* Railway of the *Great Western* Railway Company, Two hundred and forty Yards or thereabouts Eastward of the Centre of the Bridge carrying the Turnpike Road from *Gloucester* to *Hereford* over the last-mentioned Railway, by a Junction there with such last-mentioned Railway.

Deviations authorised by the Worcester, Dean Forest,
and Monmouth Railway Act 1865

1. A Deviation or substituted Line to commence from and out of the authorized Line of Railway in the Parish of *Rudford* in the County of *Gloucester* at or about the Point marked on the Plans and Sections deposited in respect of the *Gloucester* Extension, and referred to in the Act of 1864, Four Miles Five Furlongs and Four Chains from the Commencement thereof, and terminating in the Parish of *Churcham* and County of *Gloucester* by a Junction with the said authorized Line at or about a Point marked on the said Plans and Sections Seven Miles and Six Furlongs.
2. A Deviation or substituted Line to commence from and out of the authorized Line at or near the Point marked on the Plans and Sections deposited in respect of the *Gloucester* Extension Railway, and referred to in the Act of 1864, Seven Miles and Six Furlongs from the Commencement thereof, which said Point is in the Parish of *Churcham* in the County of *Gloucester*, and terminating by a Junction with the *Gloucester* and *Dean Forest* Line of the *Great Western* Railway Company at or about Forty Yards to the Westward from the Centre of the Iron Girder Bridge carrying such last-mentioned Railway over the River Severn.