compiled by Peter Bloomfield

with additional help from many people as shown

PREFACE

My earliest memories of the North London were in the nineteen-thirties when I would be taken by my parents from Highbury station to my paternal grandparents at Hampstead Heath or to my maternal grandparents at Stonebridge Park. In 1938 we moved to the south coast I more or less forgot about it for thirty years when I spent three years in Stanmore. My interest was then re-aroused in London's railways generally and the North London in particular.

From 1968 I began to collect snippets of information and when railway records were transferred to Kew I began to delve into them, albeit on a pretty irregular basis. All this information was stored away (I hesitate to say filed). I retired in January 1992, began to emerge into the 20th century by buying a computer and started collating the information on spreadsheets and databases (I finally arrived at Christmas 1997 when my wife and I got a CD player and microwave oven). I have no intention of writing a book so all the information is factual concerning the North London Railway, either directly or indirectly, and that is the only criterion I have for inclusion in the source book.

It began to grow like Topsy and with unstinting help and encouragement from David Hanson, for which I am very grateful, this is the outcome, although it still has a long way to go. Any help, corrections, additional information, new sections would be greatly appreciated from any member or non-member if it comes to that.

I hope you find it useful.

Peter Bloomfield July 1998

I am more than happy to receive comments, amendments, additions, etc, by e-mail: peterbloomfield1931@yahoo.co.uk

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NLR 4 Non RAIL, MT

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ACCIDENT REPORTS BEFORE 1948

Many will be familiar with the practice of holding an enquiry following a railway accident, albeit the fall in the number of accidents to passenger trains now renders such events an item of national news. This was not always the case and in early days accidents were so frequent that they could happen on successive days at the same location. The enquiries were carried out by one of the Railway Inspecting Officers of the Board of Trade. The reports, which were rather shorter than they are today, were indexed under the railway owning the track and collated in reports delivered every few months to Parliament. The reports are included within the Parliamentary Papers for each year.

Those who do not have easy access to a library with a set of Parliamentary Papers will find copies of the under-mentioned reports (except for the accident at Camden Town on 14 July 1885) on open access in the National Railway Museum Library, York.

The list includes all reports of accidents on NLR, HJR and NSWJR and of accidents which had a bearing upon the working of traffic over the NLR and NSWJR. Dependant upon who the Inspecting Officer was the accident reports will be found to include details of locomotives and rolling stock involved and/or details of damage to the same. The list does not include accidents to NLR trains being worked over the metals of other companies.

North Londo	n Railway	7 Jun 1878	Dalston Junction
14 Aug 1854	Highbury	21 Aug 1878	Haggerston
14 Jul 1855	Camden Town	12 Nov 1878	Broad Street
6 Dec 1858	Hackney	3 Jan 1879	Shoreditch
1 Jan 1859	Camden Road	11 Oct 1879	Shoreditch - Broad Street
16 Aug 1864	Camden Town	21 Oct 1879	Dalston West Junction
12 Apr 1866	Victoria Park	1 Mar 1880	Dalston East Junction
19 May 1866	Shoreditch	29 Mar 1880	Camden Town
27 Oct 1866	Bow	11 Jul 1880	Dalston Junction
17 Jul 1867	Old Ford	26 Feb 1881	Dalston West Junction
6 Nov 1867	Between Dalston & Hackney	28 Jan 1882	Old Ford - Bow
15 Sep 1870	Dalston Junction	18 Nov 1882	Shoreditch
3 Jan 1871	Poplar	7 Nov 1883	Bow
21 Oct 1871	Shoreditch	10 Jun 1887	Broad Street
8 Nov 1871	Dalston West Junction	26 Jun 1889	Broad Street
9 Nov 1871	Dalston West Junction	13 Oct 1890	Shoreditch
23 Nov 1871	Camden Town	3 Apr 1891	Broad Street
29 Mar 1873	Bow	20 Sep 1898	Broad Street
11 Dec 1873	Haggerston	12 Mar 1900	Devon's Road
25 Jun 1875	Dalston West - Canonbury	18 Aug 1904	Broad Street
28 Jul 1876	New Inn Yard Junction	1 Apr 1937	Bow Station
13 Jan 1878	Shoreditch		

North & South Western Junction Railway

18 Jan 1869 Acton, Richmond Junction

10 Jun 1871 Acton Lane Crossing

18 Aug 1871 Church Path Crossing

18 Sep 1872 Kew Bridge Junction - Kew North Junction

3 Oct 1875 Acton

13 Nov 1877 Acton Junction

13 Sep 1879 Acton

12 Dec 1879 Acton Junction

Hampstead Junction Railway

2 Sep 1861 Kentish Town

Great Eastern Railway

23 Jun 1871 Bow Junction

12 Dec 1871 Victoria Park

10 Dec 1890 Victoria Park Junction

Great Northern Railway

10 Dec 1881 Canonbury Junction

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Annex A

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(The London Railway Record is edited by Peter Kay and published quarterly, in January, April, July, October, by S A Bawden, PO Box 9561, Colchester, CO1 2JS)

Annex B

Index to Articles and Comment on the North London Railway in The Locomotive Magazine and Railway Carriage & Wagon Review in 1942-44

Caution - subsequent research has shown that some of the information in these articles is incorrect. **Note** - **The articles as publised did not show part numbers.**

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No 1, October 1994, page 30:

THE EAST LONDON LINE EXTENSION

In connection with the proposal to extend the East London Line northwards to Dalston Junction, London Underground Ltd. have stated their intention to close Shoreditch station, and replace it by new premises on the extension to be known as Bishopsgate. This will be located to the south of Bethnal Green Road, close to its junction with Shoreditch High Street, and will have entrances from both these thoroughfares, together with nearby Wheler Street.

The proposed line is intended to leave the existing East London formation west of Vallance Road, and climb by means of embankment onto a new bridge which will be constructed over Brick Lane. It will then continue along the northern part of the site currently occupied by the disused GER Bishopsgate High Level viaduct, and cross Shoreditch High Street by a new span. Once north of here, it will utilise the existing trackbed of the former NLR route which once linked Broad Street to Dalston Junction.

Apart from Bishopsgate, stations will be provided at Hoxton, Haggerston and Dalston Junction. Of these, the last two will be accommodated on sites previously occupied by erstwhile stations, but Hoxton will be totally new. This will be situated close to the Geffrye Museum, and have its entrance in Cremer Street. Consideration was given to rebuilding the abandoned North London station at Shoreditch, closed in 1940, but this was ruled out in favour of Hoxton, on the grounds that the site was deemed to be more suitable.

With the exception of Dalston Junction, all new stations will be situated on viaduct and share a similar design. They are Intended to be equipped with 85m long platforms, and have 30m canopies. Stairways will be provided for access, but lifts will also be installed to assist passengers who have impaired mobility.

No 2, January 1995, page 34: NORTH LONDON LINES UP-DATE

Following a review, the proposed scheme to install overhead electrification between South Acton and Camden Road in connection with

international routes north of London, has been postponed indefinitely.

This information comes from the seventh 'Towards Tomorrow' leaflet, published by North London Railways and Railtrack.

Other items of interest include the possibility of third rail electrification between Mitre Bridge and Willesden Junction, on the West London Line, and details of improvements recently carried out at Gunnersbury station.

No 3, April 1995, page 30: EAST LONDON LINE

... The plans to extend the line at both ends continue to advance, and are being presented in three phases. Phase One, covers Whitechapel to Dalston, and the new Silwood servicing depot; Phase Two stretches from Silwood to East Dulwich, and Phase Three is concerned with Dalston to Highbury & Islington, running alongside the existing North London Line.

No 5, October 1995, page 33:

NORTH LONDON LINES MODERNISATION

On 27th July, North London Railways announced that the postponed modernisation of the route between Camden Road and South Acton would now be going ahead.

This will entail station improvements, replacing the third rail with overhead wires, and electrification of the West London Line between Mitre Bridge and Willesden Junction.

To enable work to be completed, there will be some alterations to services: During weekends from 2nd September until 29th October, the Willesden - Stratford services will be diverted via Primrose Hill, and special 'buses employed to replace trains on the normal route through Hampstead Heath. Trains will continue to work from Richmond to Willesden High Level on Saturdays, but not Sundays, when 'buses will operate between Gunnersbury and Richmond.

Starting in November, the Hampstead Heath tunnel will need to be closed completely for around sixteen weeks, and services will again be diverted via Primrose Hill.

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No 7, April 1996, page 34:

HAMPSTEAD HEATH BUILDINGS GO

In connection with Railtrack's multi-million pound project to modernise the North London Line, the platform buildings at Hampstead Heath were removed in January.

They were erected in 1953 at a cost of £42,000, and replaced earlier structures which had been damaged during the Blitz.

It is understood that local residents have requested 'Victorian style' canopy valances on the replacement shelters, although whether these materialise remains to be seen.

No 7, April 1996, page 34:

DELAY IN NORTH LONDON RE-OPENING

The former Hampstead Junction line between Camden Road and Willesden, which is currently closed for modernisation, will not now reopen on 2nd June as intended, but will be delayed until 29th September. The reason for this is that the three-quarter mile viaduct which carries the route from Camden Road towards Gospel Oak has been found to require more extensive refurbishment, than was previously thought necessary.

No 8, July 1996, page 35-36:

EAST LONDON LINE EXTENSION TO DALSTON

In September 1995, the Secretaries of State for Transport and the Environment announced in an interim decision that they were minded to grant London Underground the powers to construct the East London Line extension between Whitechapel and Dalston Junction. After the resolution of detailed outstanding matters, the final decision is expected in the near future.

Following a successful pilot project, work is about to start on refurbishing the former North London Railway City Extension viaduct and its arches. A partnership between the Council, London Industrial and Dalston City Partnership will also use £2 million European funding, and complete the work to a specification acceptable to London Underground in anticipation of the new railway. ...

... If all goes to plan, work on the East London Extension should start around the middle of 1997, and is expected to take two years to complete. Further extensions to Highbury in the north and East Dulwich to the south have also been proposed, and it will be interesting to see how the East London Line develops in the years to come. No 8, July 1996, page 37:

WILLESDEN JUNCTION IMPROVEMENTS

A £2.3 million rebuilding scheme for Willesden

Junction station is expected to start in April 1997. The funding for this is to be supplied by local authorities, and the work is expected to take around two years. The old Harrow Road booking office, which is currently disused will reopen, and the footpath which serves as its approach will be subject to improvements.

A second phase of the scheme, to be implemented at a later date, will see platforms restored on the main line side of the station, where trains last called in 1962.

No 9, October, 1996, page 36: NORTH LONDON LINE NEWS

According to the latest 'Towards Tomorrow' leaflet published by North London Railways, the final phase of their extensive route modernisation programme was finally drawing to a close. connection with the changeover to the new power supply, electric trains between Willesden Junction and Richmond had to be replaced by two-car dmus from 17th August until 15th September. These were scheduled to run approximately every forty minutes, but only as far as Gunnersbury, where passengers were advised to change onto LUL services. The dmus were to work Monday-Saturday only, with special replacement 'buses on Sundays. The same arrangement was expected to be in operation from Bank Holiday Monday 26th August until Wednesday 28th August, when 'buses would again replace trains.

From Monday 16th September, electric services were expected to recommence between Willesden and Richmond, whilst the route through Hampstead Heath would come back into use from Sunday 29th September. The following day, electric trains were expected to start operating for the first time over the West London Line from Clapham Junction to Willesden.

As part of the planned improvements, the rear wall of the down platform at Acton Central has been repaired, and a new canopy erected to match that on the opposite side. An attempt has also been made to copy the supporting ironwork using modem materials, but there are clear detail differences between the two styles. The new canopy is also somewhat higher from platform level than its counterpart, although its valancing is authentic, and matches the original very well indeed.

At the disused Primrose Hill station, the fire damaged stairway has been demolished, and the opening which once led on to it from the former booking office is now bricked up. It still retains its platform buildings and awnings however,

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although these have now become daubed with the inevitable graffiti.

No 10, January 1997, page 36: NORTH LONDON NEWS

During a special ceremony held at Hampstead Heath on Thursday 26th September, Railtrack Plc officially handed the line between Camden Road and Willesden High Level back to North London Railways. As has been reported in previous editions of LRR, the line has been closed to allow various modifications to be made, including the replacement of third rail electrification with overhead wiring.

As part of the proceedings, unit No. 313 020 was officially named *'Parliament Hill'*, before receiving the green flag from Glenda Jackson MP, and departing on its journey.

Electric trains were expected to commence operating over the West London Line from 29th September, but in fact started eleven days earlier when 313 009 was called to deputise for a failed Class 117 DMU.

No 11, April 1997, page 34:

APPROVAL OF EAST LONDON LINE EXTENSION

On Tuesday 14th January, the Secretary of State for Transport granted London Underground the legal powers to extend the East London Line between Whitechapel and Dalston. route will stretch for a length of 4km, and utilise a substantial section of the former North London Railway City Extension which closed in 1986. Stations will be provided at Bishopsgate, Hoxton, Haggerston and Dalston, of which the latter pair will occupy earlier NL sites. The Order also authorised the construction of new servicing facilities at Silwood, near New Cross, and contained provision for the route to be extended between Dalston and Highbury. This section would run alongside the existing North London tracks, and its implementation would be subject to agreement with Railtrack.

The construction cost for the route between Whitechapel and Dalston is expected to be £83 million.

No 13, October 1997, page 35: NEW PURPOSE FOR SHOREDITCH?

On Monday 25th August, the street level building of the disused North London Railway station at Shoreditch was noted as being under scaffolding. It is understood that the structure, which dates from a 1928 rebuilding, is being converted into

It was last used as a small business units. passenger station in October 1940, although the remained booking office open to issue replacement 'bus tickets, and handle parcels traffic for another thirteen months. Until recently. the former office window still displayed the legend 'Tickets - Book Here' as shown on page 5 of LRR 9. At the time of going to press, the extent of alterations being carried out is not known, but further information will be given in a later edition.

No 15, April 1998, page 67: NORTH LONDON LINE BRIDGES GO

During a visit to the former NLR in January, a reader reported that the bridge which once carried the City Extension over Great Eastern Street has been demolished. On the old Poplar line, the disused blue-painted bridge over the A102M near Victoria Park has also gone.

No 25, October 2000, page 427: NORTH LONDON ANNIVERSARY

The earliest section of the North London Railway, namely that which linked Islington (now Highbury & Islington) with the Blackwall Extension line near Bow is now 150 years old. It was opened on 26th September 1850 and until the beginning of 1853 was known as the East & West India Docks & Birmingham Junction Railway. Passenger services were extended westwards to reach Camden Town on 7th December 1850 and Hampstead Road (near the later Primrose Hill) on 9th June 1851. Initially all NLR passenger trains used Fenchurch Street as their London terminus. but after the opening of the City Extension in 1865, the main service was re-routed into Broad Street. Of the stations opened in September 1850, only Highbury & Islington remains on its original site.

No 33, October 2002, page 282:

SOUTH ACTON - OLD KEW JCT - SERVICE WITHDRAWN

At the time of going to press, it was anticipated that the Anglia Railways passenger service linking East Anglia with Basingstoke would be withdrawn with the end of the summer timetable on 28th September.

The service, which began operation in May 2000, ran by way of the North London Line. It included stops at Stratford, Highbury & Islington, Camden Road (Saturdays, Sundays and Bank Holidays only), West Hampstead and Feltham. It was the only regular passenger service booked to

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use the connection between South Acton and Old Kew Junction.

No 35, April 2003, page 356: SHOREDITCH NLR DEMOLITION

We have been informed that the derelict platforms at Shoreditch NLR were demolished in January during work on the East London Line Extension. The station, which closed in 1940, retained its island platform buildings until the mid 1960s when partial demolition left a couple of structures to linger on into the next decade.

No 36, July 2003, page 391: NO LISTING FOR KEW EAST

An attempt to achieve listed status for the NLR designed signal box at Kew East Junction has failed to win approval from English Heritage.

No 37, October 2003, page 429: SUB-STATION DEMOLISHED

Demolition of the former electrical sub-station between West Hampstead and Brondesbury on the North London Line commenced in May 2003 and was completed by July.

No 42, January 2005, page 174: EAST LONDON LINE PROGRESS

On 16th November, Ken Livingstone, Mayor of London, pledged to complete the £900 million extensions of the East London Line by the end of the decade. Phase One will see the opening of the section over the former NLR formation to Dalston Junction and the extension of services to Crystal Palace and West Croydon. Phase Two will bring a westward extension to Clapham Junction and, at the other end of the route, trains will be extended from Dalston Junction to Highbury & Islington. Phase One, which includes stations at Shoreditch High Street, Hoxton, Haggerston and Dalston Junction, is due to be completed by June 2010. Of these stations, Shoreditch High Street and Hoxton will be completely new, but Haggerston and Dalston Junction will occupy sites of old NLR stations closed in 1940 and 1986 respectively. A leaflet produced by TfL in September includes a brief history of the East London Line and includes an artist's impression of the proposed Hoxton station street level entrance.

No 47, April 2006, page 67:
DALSTON JUNCTION FUNDING
£10million of Government funding has been awarded to the rebuilding of Dalston Junction

station which will be served by the East London Line Extension. The work will include the construction of a concrete raft above the platforms to maximise development potential, resulting in new housing and better transport interchanges.

The original station at Dalston Junction was opened by the North London Railway in 1865 and closed along with the line to Broad Street in 1986.

No 47, April 2006, page 68: NEW STATION FOR DLR

Planning permission for a new DLR station was granted Tower bv Hamlets' Strategic Development Committee in February. station, which is to be named Langdon Park, will be located between Devons Road and All Saints. very close to the site of the old NLR South Bromley, which was last served by trains in 1944. Construction of the station, which is being largely financed by £5.7 million of Government funding, will result in the replacement of the existing footbridge linking Hay Currie Street and Carmen Street, which stretches above the tracks to the south of the former NLR station site. Completion and opening are expected to take place around the middle of next year.

No 47, April 2006, page 69:

TfL TO TAKE CONTROL OF 'NORTH LONDON SERVICES'

On 14th February it was announced that from the autumn of 2007, Transport for London would take on the responsibility for operating services currently provided by Silver Link Metro. The lines concerned are: Barking - Gospel Oak, Euston - Watford Junction (local services only), Richmond - Stratford and Willesden Junction - Clapham Junction.

The process of appointing an operator was to start immediately and is expected to conclude on 11th November 2007, when the successful bidder will commence operation.

Planned improvements include a £25million enhancement scheme to bring the stations up to TfL standards and the operation of eight trains an hour between Stratford and Willesden Junction.

No 50, January 2007, page 174:

EAST LONDON CONTRACT AWARDED

It was announced on 23rd October that TfL have awarded a £363million contract to a consortium comprising Balfour Beatty and Carillion, for undertaking the 'main works' on the East London Line extensions.

Preparatory work, including the replacing and

refurbishing of twenty-two bridges on the old North London Railway City Extension south of Dalston Junction by Taylor Woodrow, commenced in June 2005 and was expected to be completed by the end of 2006.

The main construction work, due to start later this year, includes the replacement of around 7.4km of track and signalling equipment on the existing East London Line and conversion to national rail operation; the installation of around 3.6km of new track and signalling equipment on the extension between Whitechapel and Dalston Junction; the construction of new stations at Shoreditch High Street, Hoxton, Haggerston and Dalston Junction, all with step-free access; the construction of a flyover north of New Cross Gate to connect the route with the National Network; and the erection of a new train maintenance depot at New Cross.

In November the new bow-string bridge across the canal near Haggerston was visited by London's Transport Commissioner, Peter Hendy, who was clearly impressed with the result.

So that this work can be carried out, the existing East London Line is expected to close in December 2007 and reopen with a through service in June 2010. The connection with the North London Line at Dalston Junction should be ready by February 2011 and services will be extended to Highbury & Islington.

No 50, January 2007, page 174: INTRODUCING 'LONDON OVERGROUND'

It was announced in September that Transport for London will use the brand-name 'Overground' for the Richmond-Stratford, Euston-Watford, Willesden Junction - Clapham Junction and Gospel Oak-Barking lines, when it assumes responsibility for operating them in November 2007. The name will also be employed by the East London Railway, once its services begin operating between Dalston Junction and West Croydon in 2010.

In October it was stated that four companies were bidding for the 'Overground' operating concession and the successful bidder would be announced this coming summer.

TfL are planning a £1.5 billion upgrade for the 'Overground' system and this includes a fleet of forty-four new trains, which have been ordered from Bombardier Transportation at a cost of £223 million. The units, which will be built at Derby, will comprise twenty-four dual-voltage three-car trains for the 'North London' and twenty four-car sets for the East London.

Stations on the Overground network, along with

rolling stock and maps will display orange roundel symbols.

No 51, April 2007, page 211: NORTH WOOLWICH FINALE

The closure of the branch between Stratford Low Level and North Woolwich took place as planned from the end of traffic on Saturday 9th December The last service train, booked to depart from North Woolwich at 23.37, was formed of unit No 313117 and carried a gravestone-styled headboard which displayed a cross above the legend 'NORTH WOOLWICH R.I.P. 1847 - 2006.' The following morning unit No 313101 was brought into Stratford station, where it was ceremonially named 'Silvertown'. It then departed for a non-stop run to North Woolwich conveying a number of invited guests including Lord Faulkner, Lord Rosser, together with Managing Directors from both Silverlink and the DLR and local dignitaries.

After arrival at North Woolwich, the guests received refreshments in a preserved Gresley coach, then returned to the train which departed at 12.57. A headboard was again carried, but this time it read '1847 - 2006, 'LAST TRAIN', NORTH WOOLWICH TO STRATFORD, 10 December 2006.'

After departing from Stratford Low Level, the special train continued to Euston, making stops to set down passengers at Hackney Central, Highbury & Islington and Willesden Junction.

The black bunting, reported in LRR50 as being hung above the North Woolwich station entrance on Saturday 9th December, remained in position on the Sunday.

When visited on 6th February 2007, the station buildings at Custom House, Silvertown and North Woolwich had been boarded-up. Their nameboards had also been removed, along with those on the relevant platforms at West Ham and Canning Town, although an elevated sign facing the street at North Woolwich remained.

As mentioned in the editorial of *LRR50*, the section between Stratford and Royal Victoria has been transferred to the DLR, whilst the continuation towards North Woolwich is being retained for eventual inclusion into CrossRail. Until this happens however, an organisation known as the 'Royal Docks Heritage Railway' propose to make temporary use of the North Woolwich - Custom House stretch by operating 'heritage trains' and also establishing a railway training centre. Shortly before this edition went to press we heard that an open day to promote the

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scheme was to be held at North Woolwich on Saturday 24th March.

No 52, July 2007, pages 248-250: CANNING TOWN 'NORTH LONDON LINE' PLATFORMS

It has been reported that two large posters have been placed at Canning Town, showing what the currently disused platforms will look like when rebuilt for the DLR.

KEW BRIDGE SHELTER DEMOLISHED

The building on the former down platform at Kew Bridge NSWJR has been demolished. known exactly when, but it had gone by the end of The old shelter had been much rebuilt in connection with its later purpose as a small industrial workshop, but it retained some of its original features, most notably at the end cornices. The station, which closed as a wartime economy measure from 12th September 1940 and never reopened, lost its main buildings in the 1960s. These were located on the up side and looked pretty derelict when they appeared briefly in the opening scenes of the 1958 feature film 'Nowhere To Go'. Until fairly recently a concrete runningin board continued to stand towards the Acton end of the up platform, but as this is difficult to see from a public area it is not known whether it still survives. (Including 2003 photograph.)

SHOREDITCH DEMOLITION

During May, work continued clearing the erstwhile station site at Shoreditch ELR, although, apart from having its frontage boarded-up, the street level building seemingly remained untouched.

No 55, April 2008, page 66:

HACKNEY EXCHANGE OFFICE DEMOLISHED

We have been informed that the erstwhile NLR/GER interchange ticket office at Hackney was demolished in late December or early January. The office, shown on tickets by the North London as 'Hackney No 2' and the Great Eastern as 'Hackney Downs (EO), adjoined the east side of the GER formation and served a connection opened on 1st December 1885, but altered when the GER was widened nine years later. The interchange arrangement comprised a pair of covered footways which commenced from the west end of Hackney NLR and led to a pair of stairways which ascended to the Exchange Office. Here passengers could re-book if required then

continue along an elevated gallery which led to the south end of the station at Hackney Downs. It is under stood that the office was staffed solely by the GER although it held stocks of both companies' tickets.

No 57, October 2008, page 138: NORTH LONDON LINE DIVERSION

Major engineering works have resulted in periods of temporary closure on both the North London and Barking - Gospel Oak lines. The most significant work is taking place in Hampstead Heath tunnel, where the trackbed is being lowered so that it can accommodate higher freight containers than at present. The existing rails will be removed and replaced with new track on a concrete slab base. From Monday 1st September until Sunday 16th November, North London Line trains will travel by way of Camden Road and Primrose Hill to Willesden Junction where passengers for all stations to Richmond will need to change from the Low Level to the High Level platforms. During this period, two trains an hour will also run between Stratford and Gospel Oak, but these were not expected to operate during the week commencing Monday 22nd September. Services between Richmond and Stratford are expected to return to normal from Monday 17th November.

No 59, April 2009, page 213. PRIMROSE HILL DEMOLITION

The platform buildings at the disused Primrose Hill station were demolished in December, along with the staff accommodation which stood alongside the down line. At the beginning of March it was noted that the platform itself remained standing and the former street level building continued to be used as commercial premises.

No 60, July 2009, page 250.

PLATFORM EXTENSIONS ON THE NORTH LONDON AND BARKING-GOSPEL OAK LINES

It has been announced that the following stations are to have their platforms extended as part of the programme of improvements being implemented on the London Overground network: Homerton, Dalston Kingsland, Canonbury, Highbury & Islington, Caledonian Road, Camden Road, Kentish Town West, Hampstead Heath, Finchley Road & Frognal, West Hampstead, Brondesbury, Brondesbury Park, Kensal Rise, Willesden Junction HL, Acton Central, South Acton, Leyton

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Articles and Comment on the North London Railway in The Locomotive Magazine and Railway Carriage & Wagon Review in 1942-44

Caution - subsequent research has shown that some of the information in these articles could be incorrect.

Note - The articles as published did not show part numbers.

Issue	Date	Page	Detail					
1942	1942 - Volume XLVIII							
601	Sep	162-164	Part 1	Introduction and history.				
602	Oct	188 (misprint for 182)	Letter	Through trains to Hammersmith branch (Rev (Rev R. B. Fellows).				
603	Nov	186-187	Part 2	Continuation of Part 1; Rothwell 2-2-2WT No 15.				
		200	Letter	Through trains to Hammersmith branch (A.W.C.).				
1943	- XLIX							
605	Jan	14-15	Part 3	Stothert & Slaughter 2-4-0WT Nos 1-10; Sharp Stewart 0-6-0 No 11 (drawing in May 1943 issue, page 72).				
		15	Letters	Running powers of L.N.W.R. (Mr Hilton); Opening services and through trains to Hammersmith (H.V. Borley).				
607	Mar	37-39	Part 4	Sharp Stewart 0-4-0ST Nos 12-14 (no mention of No 15);				
				Robt Stephenson 4-4-0T Nos 21-25 (drawing in Sep 1943 issue, page 132); N&DCC miscellany Nos 25-30 (drawings of Nos 26, 28 and 29/30 in Jan 1944 issue, pages 9/10).				
		46	Letter	Stothert, Slaughter locomotive No 10 on the Whitehaven, Cleator & Egremont Railway (anon).				
608	Apr	64	Letter	Additional information of earlier locomotives (Mecanician).				
609	May	72-73	Part 5	Drawing of Sharp Stewart 0-6-0 No 11 (see Jan 1943 issue);				
				Sharp Stewart 0-4-0ST No 37 (ex-NSWJR and				
				0-4-2 crane tank to be) drawing as crane tank (drawing as 0-4-0 ST in Nov 1943 issue, page 164);				
				LNWR 2-4-0T Nos 31-36;				
				Beyer Peacock 0-4-2ST Nos 38-42.				
611	Jul	112	Letters	Comment on No 37 (subsequently crane tank)				
				(C. F. Dendy Marshall);				
				Comment on the ex-L.N.W.R. locomotives Nos 31-36 (C. Williams).				
613	Sep	133-135	Part 6	Drawing of Robt Stephenson 4-4-0T Nos 21-25 (see Mar 1943 issue);				
				Slaughter Gruning 4-4-0T Nos 30-37; Adams 4-4-0T Class 43.				
615	Nov	164-166	Part 7	Drawing of Sharp Stewart 0-4-0ST No 37 (see May 1943 issue);				

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2-4-2 radial tank White Raven trial;

Adams 4-4-0T Class 51.

1944 - XL					
617	Jan	9-11	Part 8	Drawings of ex-N&DCC 0-6-0s Nos 26, 28 and	
				29/30 (see Mar 1943 issue);	
				Adams 4-4-0T outside cylinders.	
619	Mar	42-44	Part 9	Park 4-4-0T outside cylinders;	
		48	Letters	Class 51 (H.R. Norman);	
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				Williams).	
622	Jun	84-86	Part 10	Park 0-6-0T;	
				Last paragraph briefly mentions locomotive	
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623	Jul	111	Letter	Taking C. Williams to task over comments in	
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624	Aug	120-122	Part 11	Pryce engines.	
627	Nov	173-176	Part 12	Amendments and additions.	

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649 as 22567 Midland Kirtley, Bow, 62/1

0-6-0T

47213 Condensing 3F, Devons Road 25 Feb 1950

47310, 3F 56/9

47315 3F 61/back cover

0-6-0T 3F 47484 67/4

649 as 41712, Midland 1F, Bow, 62/2

2452 as 47211, Bow, 62/4

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2-6-0

43020 4MT Ivatt, 56/8

2-6-2T:

1380 Condensing, Bow, 62/3

4-6-0:

45510 Patriot South Acton, 65/19

45529 **Patriot** Stephenson, Devons Road. 1950/60s, 57/inside covers

45735 Jubilee Comet. Devons Road, 1950/60s. 57/inside covers

LTSR

4-4-2T

2097 2P 2097 (ex 56 Harringay) Devons Road, 64/20

41397 (ex 2119) 3P Bow Works, 64/20

NLR

4-4-0T outside cylinder:

- 3, Last days of (as LMS 6511), 60/1-2
- 5, Last days of (as LMS 6444), 60/3
- 6, Last days of (as LMS 6445), 60/4

11 with enginemen, 57/15

33 departs Dalston Junction for Broad Street, 64/front cover

70 at Richmond, 66/19

88, near Crouch End, GNR, 52/front cover 107 South Acton, 57/16

2833 having smokebox cleaned out Devons Road, 63/7

Unknown loco arrives at Broad Street, 56/front cover

Unknown on train at Willesden Low Level, 57/16 Unknown near Greenwood GNR going to Potter's Bar with NLR 4 wheel coaches, 63/8 39,58, 60, 68, 84, 88, 107, 109, 2851, 65/FC & 2-5

0-6-0T:

Moguls: Some Myths Corrected, Some Questions Posed, 51/1-13 (+back cover)

18 as 58857, 51/back cover, as 58857, 55/13 65, 51/1

79 as 58859, 51/back cover, Broad Street, 5 May 1956, 53/11, as LMS 58859, 55/13

80, 51/1, as 111, 51/7

111, 51/1

27514 Devons Road MPD, 64/back cover

58852 Devons Road 1 May 1954 61/front cover.

61/back cover, 64/back cover

58859 67/1-5

Shed allocations in BR days, 55/12-13

Unknown in BR days passing Homerton with Target No 45 (12.20pm class H goods from Acton to Plaistow) 58/front cover

27509, Bow, 62/3

NSR

2-4-0T

1442/46/47/50/51, 59/10-11

Locomotive Sheds

Devons Road

Devons Road Interlude, 56/8-9

South Acton

Photographs, 57/15

Modelling

Boiler explosion, gauge 1, NLR 4-4-0T, 61/16-17 Brake Van, No 17, 51/14-16

Gauge One Layout of the 1920s, A North London Railway, by Jim Connor, 56/15-17

Modelling the North London by John Phillips, 53/17,

People

A'Bear, John: NLR Cashier, 66/16-18

Alldred, Charles Arthur, porter Dalston, 53/14-16 Ashlin, Albert Edmund, train register boy, 57/9-14

Ashlin, Albert Edmund, train register boy, 57/9-14. 58/8-13

Ashlin, George Edward, signalman, 57/9-14, 58/8-13

Ashlin, Joseph John, station master, 57/9-14, 58/8-13

Ashlin, Joseph William, parcels porter, 57/9-14, 58/8-13

Belsham, Samuel, porter Dalston, 53/14-16 Clark, R J, driver, 57/15-16

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Clarke, Dr Hedley, NLRHS member (Obit), 54/17, 55/17

Crouch, Jane, prosecution witness, lost watches, 57/9-14, 58/8-13

Dorling, James George E, Dorling, porter Dalston, 53/14-16

Elsom, Henry, signalman, 57/9-14, 58/8-13

Geeves, Victor, ticket collector, 60/5-7

Gittins, Alfred Acton, junior clerk, 56/1-3

Gittins, jnr, William Acton, audit clerk, 56/1-3

Gittins, William Acton, driver, 56/1-3

Goslin, Geoff, NLRHS member (Obit), 52/17

Green, Charles Joseph, porter Dalston, 53/14-16

Hart, Reuben, jeweller who lost watches on train, 57/9-14, 58/8-13

Horne, Edwin Henry, red plaque, Camden Road, 66/front cover

Ivison, Andrew, porter, 54/1-2

Jones, Elizabeth, prosecution witness, lost watches, 57/9-14, 58/8-13

Joyce, Edward Charles, 55/1-2

Joyce, William Abel George, 55/1-2

Jupp, Charles George, 55/1-2

Keeble Abraham, Station Master, Bow, 67/19-21

Lapidge, John, signalman, 57/9-14, 58/8-13

Lapidge, William, guard, 57/9-14, 58/8-13

Patmore, William George, 55/1-2

Platt Family: John, stationary engine driver; Elizabeth, charwoman; William, shunter and ticket collector; Daniel, porter, 59/16-17

Schmutter, John Thomas, Carriage Dept, 57/9-14, 58/8-13

Terms of Employment, mid 1870's, 64/12-19

Thackray, James, signalman, 64/21

Wells, George, platelayer, 60/5-7

Wells, William, parcels porter, 60/5-7

Railtours

2BIL Farewell Tour Sat 25 Sep 1971, 62/12-17 4COR Tour Sun 8 Nov 1970, 62/12-17

Railtours on the North London (0-6-0T No 58859, Broad Street, 1956; North British Type 1 diesel, Broad Street, 1960; 3F 47202, Dalston Eastern Junction, 1961; B12/3 62572, 1963; West Country 34002 Salisbury, Kew Bridge, 1966; 4-COR unit, 1970), Shoreditch, 53/11-13

RCTS tour, diesel motor unit, Bow, 21 Oct 1967,

54 front cover

Poplar and Edgware Railtour, RCTS, 5 May 1956. Locos NLR 0-6-0T 58859 & LMS 3F 0-6-0T 47484. 67/1-5 & BC

Signal Boxes

Acton Wells, north end, 2013, 58/1-5

Acton Wells Junction, 60/front cover

Camden Road Junction, two photos 1950s and March 1985, 59 back cover

Dalston, south end, 1950s, 57/front cover

Dunloe Street, north end 1967, 53 front cover

Kentish Town Junction, 59/1-7

Kew East Junction Signal Box, 62/6-9

Poplar Central, WW2 air raid damage and rebuild, 53 back cover, 54/17

South Acton Engine Shed

See Locomotive Sheds

Stations

Bow, 54/4-16 (+back cover), Bow, 55/17

Broad Street: Coaling stages and signalling at, by Andrew Procter, 59/8-9; Pre-War Southern Electrics at 62/12-17

Camden Road. 52/10-16 (+back cover); Red plaque, photos, 66/front & back covers

Canonbury, 52/6-7

Dalston Junction 1963, 53/12, photo showing the workshop for painters and carpenters, 59/10 valencing 1965, 59 inside front cover

Hackney, 52/1-5, 55/3-11 (+back cover)

Hammersmith and Chiswick, 57/1-8

Highbury, 52/8-9

Homerton, 58/14-17(+front & back covers)

Kensal Green & Harlesden, 59/13-15

Kew Bridge, 60/8-17 & back cover, 61/14-15

Maiden Lane: 61/1-8; Plans 62/10-11

Mildmay Park, by Jim Connor, 63/9-21

Old Ford, by Jim Connor, 64/1-11 Roman remains at, 66/21

Poplar, East India Road, by Jim Connor 66/1-15 Poplar East India Road Junction, 62/front & back covers (photos)

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Primrose Hill 1985, 59 front cover Richmond, NL Line to, 66/19-20 Shoreditch 1970, 53/13, 67/9-19 South Acton, 65/14-back cover

Visits

Acton Wells Signal Box, by Andrew Proctor, 58/1-5

Compiled by Peter Bloomfield

War

Air raid damage and rebuild Poplar Central signal box WW2, 53 back cover; further comment Andrew Procter, 54/17

Four-wheelers, NLR, (38 Ambulance Train) go to war, based on information from an article in The Locomotive, Railway Carriage & Wagon Review of 15th September 1930, 59/12-13

War Memorial, Rededication at Homerton 7 Jun 2011, 51/17 (+front cover)

War Memorial, The North London Railway 63/1-

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Bibliography - Professional Railway Journals

There were many journals published for investors and other people interested in railways in early days. This traces those which eventually merged to form **The Railway Gazette**.

Herapath's Railway Journal began publication as the monthly Railway Magazine in May 1835. It was renamed The Railway Magazine and Commercial Journal, and became weekly on 18 August 1839; and to Herapath's Railway Magazine Commercial Journal and Scientific Review on 2 January 1841. Its name was shortened to Herapath's Railway and Commercial Journal on 5 January 1843, and finally to Herapath's Railway Journal on 5 January 1894. It merged with The Railway Times on 26 December 1903.

The Railway Times was first published on 29 October 1837, absorbed **Herapath's Railway Journal** from 26 December 1903, and was itself taken over by **The Railway Gazette** from 3 April 1914.

The Railway Record was first published on 13 April 1844, and ran until it was absorbed by **The Railway News**, which had, itself started publication on 2 January 1864. This concern went on to absorb on 23 May 1908 the short lived **Railways Illustrated**, which had only begun publishing on 10 January 1908. On 4 July 1914 **The Railway Official Gazette**, known from April 1870 until 14 January 1882 as the **Railway Fly Sheet**, was taken over.

Transport was first published on 1 July 1892. It was renamed **Transport and Railroad Gazette** from 8 July 1904, but was quickly simplified to **The Railway Gazette** from 21 July 1905.

The Railway Gazette and The Railway News merged on 6 December 1918, becoming, not surprisingly, The Railway Gazette and Railway News. The Railway Engineer, a monthly journal which began publication in February 1880, and which had been controlled by The Railway Gazette since 1919, was finally merged with it from 18 January 1935, the resultant being known simply as The Railway Gazette.

Compiled by David Hanson

The Murder of Thomas Briggs by Franz Müller On Saturday 9th July 1864 - Leading Dates

- July 9. The body of Mr. Briggs found on the North London Railway between Bow and Hackney Wick stations.
 - 11. Inquest opened by Mr. Humphreys, coroner, at the Prince of Wales's Tavern, Bow, afterwards adjourned to the Hackney Town Hall.
 - Müller visits Death's shop in Cheapside, exchanges Mr. Briggs's watch chain for another, and gives to Matthews's little girl the jeweller's box bearing Death's name.
 - 13. Müller books passage at the London Docks by the sailing ship "Victoria" for New York.
 - 15. "Victoria" sails for New York.
 - 18. The cabman Matthews makes a statement to the police as to the identity of the hat left in the railway carriage.
 - 20. Inspector Tanner, Sergeant Clarke, Death, and Matthews leave Liverpool for New York by the New York and Philadelphia Company's steamship "City of Manchester."
- Aug. 5. "City of Manchester" arrives at New York.
 - 25. "Victoria" reaches New York. Müller is arrested.
 - 27. Commissioner Newton grants Müller's extradition.
- Sept. 3. Müller sails for England by steamship "Etna," Inman Line.
 - 16. "Etna" reaches Liverpool.
 - 17. Müller is brought to London and charged at Bow Street.
 - 19. Magisterial hearing commences before Mr. Flowers at Bow Street Police Court.
 - 26. Coroner's jury return verdict of "wilful murder" against Müller. Magisterial hearing concluded, and Müller committed for trial at Central Criminal Court.
- Oct. 26. Grand jury at Central Criminal Court return a true bill against Müller.
 - 27. His trial commences at the Old Bailey before Chief Baron Pollock and Mr. Baron Martin.
 - 29. The jury return a verdict of "Guilty," and Müller is sentenced to death.
- Nov. 10. The German Legal Protection Society present memorial to the Home Secretary praying for a commutation of the sentence.
 - 12. Letter from the Home Secretary declining to interfere with the sentence.
 - 14. Müller executed before Newgate, after confessing his guilt.

Sources:

Colguhoun, Kate, Mr Briggs' Hat, Little, Brown Book Group, 2011.

Irving, HB, The Trial of Franz Müller, Hodge, 1911, pages xlvii-xlviii.

Other accounts: Illustrated London News, July 1864; Gay, W O, (former Chief Constable, British Transport Police) part of a series "Murder in Transit" in the BTP Journal; Fraser, N, The Murder of William Briggs, 1864, North London Railway Historical Society, Journal No. 4: Summer 1991, pages 11/12.

Drawings Bow Tracings at the NRM

L	N	Date	Class	Description
A	42	not dated	All	Weight diagrams
A	48	not dated	St crane 29A	Cab and injector
A	60	not dated	Outsides	Longitudinal section
A	61	not dated	Outsides	Sectional plan
A	62	not dated	Outsides	Transverse sections (narrow cab, wood roof)
A	63	not dated	51	Longitudinal section
A	64	not dated	51	Sectional plan
A	65	not dated	51	Transverse sections
A	66	not dated	Goods	Longitudinal section of engine
A	67	not dated	Goods	Sectional plan of engine
A	68	not dated	Goods	Transverse section of engine (wood roof)
A	72	not dated	St crane 29A	Diagram with match wagon & vans
A	72	not dated	Outsides	Positions of lamp irons
A	74	Nov 1900	Goods	Sectional plan
A	75	3 Jan 1901	Goods	Transverse sections (metal roof)
A	76	not dated	Goods	Arrangement for water gauge for tanks
В	10	25 Jan 1894	Outsides	Passenger engine boiler - old outside
В	12	15 Dec 1892	Goods	Old goods engine boiler
В	13	not dated	51	Boiler and smokebox
В	13	4 Feb 1909	Insides	New boiler for insides
В	17	not dated	Outsides	New boiler for outsides
В	18	26 Apr 1894	All	Firebox
В	19	Aug 1894	Goods	New boiler
В	20	Jun 1894	Goods	Firebox (3in water space)
В	21	31 Aug 1908	St crane 29A	Arrangement of boiler
C	31-2	not dated	Goods	Framing bracket engines Nos. 104, 111, 116 & 121
C	63A	not dated	Goods	Firebox tubeplate
C	12	29 Oct 1906	?	Rolled section of roof bar
C	26	2 Sep 1908	St crane 29A	Supports for longitudinal stays
C	31	not dated	All?	Mild steel engine boiler tubes
C	31	not dated		Draft outline specn.
C	37	20 Jul 1908	St crane 29A	Roof stay slings
C	37	24 Jul 1908	St crane 29A	Wrought iron seating for ejector steam valve
C	47	3 Aug 1892	Passenger	Foundation ring
C	49	8 Apr 1908	St crane 29A	Cast steel dome seating
C	49	6 Jul 1908	St crane 29A	_
C	57	15 Aug 1896	Goods	W I bracket on front cab plate No. 115 engine
C	63	Jul 1888	Passenger	Firebox tubeplate
C	64	not dated	All	Drifts for firebox stays Nos. 1 & 2
C	64	25 Aug 1891	All?	Standard firebox stays
C	64	23 Jun 1890	All?	Copper stays for new engines
C	67	not dated	All	Lamp irons for inside back cab plate
C	73	not dated	Goods	Ashpan &c.
C	75	10 Dec 1894	Outsides	Arrangement of smokebox
C	76	13 Mar 1895	Outsides	Ash pan
C	82	not dated	Passenger	Firebox inspection diagram - form "B"
C	82	not dated	Goods	Firebox inspection diagram - form "D"

			NORTH LONI	OON RAILWAY SOURCE BOOK Drawings - Bow Tracings at the NRM
C	82	not dated	All	Firebox inspection diagrams - forms "A", "B",
C	0 2	1101 dated	1111	"C" & "D"
C	83	28 Mar 1905	?	Mild steel barrel ring & barrel bolt
C	83	7 Jul 1908	St crane 29A	Barrel stay
C	90	11 Sep 1906	All?	Catch and pin for firedoor flap
D	14	31 Mar 1885	51	Straight link motion
D	36	Mar 1897	Standard	Eccentrics and rods
D	88	not dated	Insides	Motion Motion
D	111	not dated	Outsides	Motion arrangement
D	112	not dated	Outsides	Motion arrangement
E	35	not dated	?	Combination ejector for vacuum automatic brake
E	50	not dated	Insides	Arrangement of brakegear
E	51		Outsides	-
	62	6 Apr 1894	Goods	Arrangement of tracuum brake gear
Е		14 Jul 1904		Arrangement of vacuum brake gear Vacuum Brakes
Е	62	not dated	Goods	
Е	62	11 Oct 1904	Goods	Arrangement of brake gear
F	33A	12 Sep 1913	All	NLR locomotive springs (Crewe drawing)
F	6	5 Apr 1909	51	Bogie spring
F	6	5 Apr 1909	Insides	Bogie spring
F	13	not dated	Goods	Spring hanger
F	13	not dated	Goods	Spring hanger
F	24	not dated		Driving and trailing spring
F	24	16 Jul 1896	Passenger	Transverse bogie spring
F	24	not dated		Driving and trailing springs
F	26	7 Jul 1896	?	Bogie spring shackle
F	26	17 Jul 1903	Outsides	Bogie spring link, washers & nuts
F	26	17 Jul 1903	Outsides	Bogie spring link, washer & nut
F	26	7 Jul 1896	Outsides	Bogie spring buckle
F	26	16 Jul 1896	Outsides	Bogie spring for passenger engines
F	29	not dated	All	Layout of springing
F	33	12 Sep1913	All	NLR locomotive springs (Crewe drawing)
G	22A	9 Jan 1905	Goods	Steel frame plates
G	15	17 May 1893	Outsides	Cast steel gusset stay
G	16	18 May 1897	Old Outside	Slidebar bracket for improved crossheads
G	18	9 Jul 1897	Outsides	Cast steel intermediate plate
G	19	28 Sep 1891	Outsides	Drawplate stay old frames
G	22	3 Sep 1894	Outsides	Steel frame plates
G	23	27 Aug 1896	Outsides	Main frame
G	23	not dated	Outsides	Stiffening plates for frames
G	26	5 Nov 1891	Outsides	Footplating
G	28	1 Dec 1906	Goods	Modifications to main frame
G	37	2 July 1915	Goods	Standard footstep
G	39	23 May 1890	51	Outside frames engines Nos.101,102,113
G	43	not dated	Outsides	Cast steel framing bracket
G	43	not dated	Outsides	Cast steel framing bracket - specn .9
G	45	not dated	Goods	Slidebar bracket
G	45	not dated	Goods	Slide bar bracket
G	46	1 Sep 1892	Goods	Motion plate
G	46	7 Sep 1896	All	Cast steel stay at front of firebox
G	46	7 Sep 1896	All	Cast steel stay at front of firebox
G	50	not dated	Insides	Leading buffer plate
G	52	17 Jan 1901	Goods	Stiffening plate for leading buffer beam

NORTH LONDON RAILWAY SOURCE BOOK				
			MUKITI LUN	Drawings - Bow Tracings at the NRM
G	57	not dated	Outside & Go	oods Stay behind firebox
G	57	not dated	Goods	Drawplate
G	57	29 Apr 1907	Outsides	Cast steel plate for engine No. 22
G	57	not dated	Outsides	Steel drawplate for leading draw gear
G	57	13 Aug 1896	Outsides	Outside motion plates (left & right)
G	61	not dated	Passenger	Standard footstep
J	44A	2 Apr 1895	43	Spec 4 cast steel wheel centre
J	8	not dated	?	Standard engine wheel (16 spoke, 4ft-10?in
				without tyres)
J	16	27 Mar 1895	51	Crank axle
J	16	not dated	51	Crank axle
J	17	not dated	Outsides	Bogie, driving & trailing axles
J	17	9 Jul 1909	Outsides	Bogie axle - specn. 2
J	18	not dated	Goods	Axles
J	26	30 Jan 1895	St crane 29A	Driving, leading and trailing axles
J	32	2 Jun 1905	Outsides	Cast steel hornblocks - specn.
J	36	not dated	Goods	Leading & trailing hornblocks
J	36	7 May 1896	Goods	Cast steel hornblocks front cheek
J	37	not dated	Goods	Horn block
J	39	17 Aug 1909	Outsides	Driving and trailing tyres
J	39	28 Feb 1896	All	Standard engine tyre showing maximum wear
J	39	1 Apr 1908	St crane 29A	Driving, leading & radial wheel tyres
J	39	21 Aug 1904	?	Standard tyre proposed by Mr. Churchward
		_	with N	NLR standard
J	39	30 Apr 1906	All	Templates for tyres all classes except goods
		_	drivin	
J	39	not dated	Goods	Leading & trailing tyres - specn. 3
J	39	24 Mar 1902	43	Bogie tyre engines 105-108
J	39	not dated	Outsides	Driving and trailing tyres
J	39	4 Nov 1892	Outsides	Bogie tyre
J	39	not dated	Outsides	Section of tyre Leading & trailing - specn. 3
J	39	13 Apr 1897	51	Bogie tyre
J	39	not dated	Goods	Driving tyres - specn. 3
J	39	9 Jul 1909	Outsides	Bogie tyre
J	40	2 Jun 1905	Insides	Horn stay
J	41	14 Mar 1891	Outsides	Cast steel wheel centres
J	41	31 May 1892	All	Standard engine tyre fastening
J	42	10 Aug 1892	Outsides	Horn stays for old frames
J	44	21 Mar 1895	51 rebuilt	Cast steel wheel centre
J	45	Feb 1898	43	Axles
J	45	29 Mar 1895	43	Crank axle No. 106 engine
J	46	not dated	All?	Driving axles
J	46	Mar 1895	43	Class 1 crank axle new design
J	47	20 Apr 1895	Outsides	Cast steel wheel centres
J	48	24 Feb 1898	?	Crank pins
J	49	not dated	Standard	Bogie wheel
J	49	12 Dec 1905	Standard	Bogie wheel
J	50	20 Nov 1895	Goods	Cast steel horncheeks
J	51	31 Aug 1897	St crane 29A	Driving axleboxes
J	52	Sep 1897	St crane 29A	Cast steel wheel centre
J	52	4 Jan 1898	St crane 29A	Leading and driving crankpins
J	52	Oct 1897		Cast iron wheel centre

NORTH LONDON RAILWAY SOURCE BOOK Drawings - Bow Tracings at the NRM				
J	54	24 Jan 1900	Goods	Driving horn block
J	55	29 Jan 1900	Goods	Leading & trailing horn block
J	56	not dated	Goods	Wheels
J	57	16 May 1900	Carriage	Standard steel disc wheel
J	57	6 Jul 1900	Goods	Plan of wheel and axle
J	58	8 Jul 1903	?	Worn tyres made from template
J	58	16 Jun 1903	All (and carr	& wagon) Tyre sections - Full size
J	59	16 Nov 1912	Outsides & G	oods Steel axlebox
J	59	3 Jul 1908	All	Diagram of wear on rails, axleboxes, tyres &
K	6	not dated	Outsides	flanges Tank (ie side tanks)
K	8	not dated	Goods	
K	o 11	Nov 1901	?	Tank (ie side tanks) Joints for water tank connectors
K K				
	14	12 Nov 1897	Goods	Cover plates (over boiler between tanks)
K	26	3 Mar 1902	Goods	Handrails Cab windows front & book
K	39	30 Dec 1905	All	Cab windows front & back
K	42	Jun 1900	Goods	Cab plates
K	43	23 Feb 1893	Outsides	Cab plates
K	45	13 Apr 1897	St crane 29A	
K	46	7 Apr 1897	St crane 29A	1
K	47	15 Apr 1897	St crane 29A	<u> </u>
K	48	12 Dec 1906	All	Cast iron oak liquor tank
K	48	11 Jan 1907	All	Cast iron oak liquor tank
L	7	14 Nov 1908	St crane 29A	-
L	8	not dated	St crane 29A	e e e e e e e e e e e e e e e e e e e
L	8	4 Dec 1908	?	Steam pipe flange on tubeplate
L	10	not dated	All	Injector suction coupling in tank
L	13	not dated	St crane 29A	E
L	22	not dated	?	No Title
L	22	17 Oct 1891	Goods	Elbow for lubricator connection for valve faces
L	22	23 Jun 1896	?	Slide bar lubricator
L	22	6 Mar 1895	Goods	Cylinder lubricator
L	26	not dated	?	Some sort of valve (no title)
L	33	28 Sep 1908	St crane 29A	•
L	33	not dated	All	Safety valve
L	33	not dated	All	Standard safety valve spring
L	34	not dated	All ?	Blower valve
L	36	not dated		Brass bush for blower rod
L	36	18 Sep 1898	All	Standard blower and connections
L	36	26 Apr 1901		s of blower connection
L	36	not dated		Stuffing box for blower valve
L	37	22 Feb 1904	All	Pressure gauges
L	40	not dated	All	Regulator stuffing box
L	42	8 Sep 1899	?	Alterations to standard loco regulator
L	42	not dated	? Standard	Alterations to standard loco regulator links
L	42	not dated	Standard	Regulator
L	44	1 Oct 1891	All	Cylinder cocks
L	44	not dated	All	Cylinder cock and steam chest cock on goods only
L	44	13 Dec 1888	?	Asbestos packed waste water cocks
L	50	not dated	?	Injector steam valve
L	53	not dated	?	Spindle for injector steam valve (Stone's bronze)

	NORTH LONDON RAILWAY SOURCE BOOK Drawings - Bow Tracings at the NRM				
L	53	not dated	?	Injector steam cock (obsolete)	
L	53	11 Sep 1895	All	Renewable seat for Injector steam cock	
L	53	16 Aug 1892	No. 108	Steam pipe connection to right Gresham injector	
L	53	not dated	Outsides	Flange for injector steam cock (for boiler with 3in	
			water	space)	
L	55	not dated	All	Standard whistle	
L	55	Dec 1907	All	Standard whistle	
L	56	not dated	Passenger	Dewrance asbestos blow off cock	
L	57	not dated	Outsides	Asbestos packed blow off cock	
L	58	Dec 1896	All	Internal cones & automatic valves for Gresham &	
			Crave inject	ens No.8 automatic starting and lifting	
L	58	not dated	Outsides	New arrangement of injector (flange on pipe)	
L	60	7 Nov 1900	?	Gresham & Cravens automatic restarting and	
L	00	/ 1NOV 1900	<u>:</u>	lifting injector	
L	60	not dated	Standard	Arrangement of left and right injectors	
L	61	not dated	Passenger	Dewrance patent blow off cock on back of firebox	
L	62	not dated	?	Neck for slide valve lubricator on outside of	
L	02	not dated	! smok		
L	62	22 Mar 1892	?	Condenser for slide valve lubricator	
L	62	8 Jan 1902	?	Steam chest lubricator	
L	62	14 Apr 1891	?	Slide valve lubricator	
L	63	not dated	Outsides	Flanges for steam pipes 17? in	
L	63	not dated	Outsides	Flanges for steam pipes 17? in (different tracing)	
L	63	12 Dec 1903	Outsides	Flanges for steam pipes 17? in (different tracing)	
L	63	not dated	Outsides	Steam pipe joint on cylinder	
L	65	25 Nov 1901	Standard	Water gauge	
L	65	22 Nov 1893	Stationary Bo		
L	68	20 Jun 1893	Standard	Feed and hot water clack valve	
L	68	24 Jul 1894	?	Metal flanges for injector pipes	
L	68	not dated	?	Standard clack valve seating	
L	68	not dated	Stationary Bo	oiler Bracket for pressure gauge	
L	71	19 Nov 1894	Standard	Bronze feed cock	
L	71	not dated	Goods	Handle and guide for injector cock	
L	71	not dated	?	Dewrance patent gunmetal balanced feed cock	
L	73	15 Oct 1896	All	Fusible plug	
L	76	22 Nov 1897	?	Dewrance patent sight feed lubricator	
L	78	14 Jan 1896	Standard	Steam valve for sight feed lubricator	
L	88	3 Nov 1905	Standard	Clack box for all classes	
L	90	13 Dec 1897	Outsides	Lubricator for piston rod and valve spindle	
				glands	
L	91	4 Jan 1908	Standard	Water gauge with protector	
L	92	17 Mar 1925	-	Schäffer & Budenburg pressure gauge for	
				recording head of water	
M	15	not dated	?	Slide valves	
M	53	Feb 1899	51	Steam chest covers 17? in wide faces	
M	53	19 Dec 1895	51	Steam chest covers	
M	61	not dated	Outsides	Top and bottom plates for standard engines	
M	66	2 Nov 1894	Goods	Cylinder covers	
M	67	not dated	Goods	Side steam chest cover	
M	68	31 Mar 1915	Goods	Top and bottom plates for cylinders	
M	69	25 Nov 1936	Goods	LMS redraft of NLR drawing of cylinder	

			NORTH LON	DON RAILWAY SOURCE BOOK Drawings - Bow Tracings at the NR
M	72	14 Jan 1892	Goods	Front steam chest cover
M	81	Feb 1899	Insides	Transverse section new 17? in. cylinders
			wide f	aces
M	82	Feb 1899	51	Back end elevation 17? in. cylinders wide faces
M	83	23 Feb 1899	Insides	Outside elevation new 17? in. cylinders
			wide f	aces
M	84	Feb 1899	Insides	Sectional plan new 17? in. cylinders wide faces
M	85	Feb 1899	Insides	Elevation of ports new 17? in. cylinders
			wide f	aces
M	86	8 Feb 1899	51	Front end elevation new 17? in. cylinders wide
				faces
M	87	Feb 1899	51	Front and back cylinder covers and pistons
				17?in.
M	87	18 Dec 1905	Insides	Front cylinder cover and piston 17? in.
M	89	not dated	St crane 29A	13in x 17in cylinders
M	101	March??(torn)) Passenger	17?in cylinder
M	103	not dated	Outsides	Front face of cylinders
M	104	not dated	Outsides	??
M	105	not dated	Outsides	Front cover for 17?in cylinders
M	106	not dated	Outsides	Back cover for 17?in cylinders
M	109	not dated	Goods	Blast pipe
M	110	not dated	Outsides	Side steam chest cover 17? in.
M	111	not dated	Outsides	Front steam chest cover 17? in
M	116	16 Nov 1895	Outsides	Front cylinder cover & piston
M	116	25 Jan 1906	Outsides	Front cylinder cover & piston
M	117	Dec 1895	Outsides	Back cover 17? in cylinders
M	118	Dec 1895	Outsides	Front cylinder cover 17? in. repairs
M	119	Oct 1896	43	16? in front cylinder cover and piston
P	37	not dated	?	Rubber and asbestos joints (Crewe drawing)
P	38	not dated	?	Details of rubber springs
P	39	not dated	?	Copper tubeplates & firebox plates (Crewe
				drawing)
Q	?	6 May 1896	Outsides	Steam pipe elbow in smokebox
Q	2	12 Dec 1905	Standard	Waste water gear
Q	4	Oct 1898	?	Locomotive bolts and studs
Q Q Q Q Q	6	not dated	?	Locomotive bolts and studs
Q	27	not dated	All	Engine couplings
Q	34	not dated	Goods	Copper steam pipe
Q	42	10 Dec 1888	-	Pedestal & case for model engine
Q	44	not dated	51 Steam	pipe elbow in smokebox
R	50	not dated	Outsides	Bogie details
R	50	9 Jan 1905	Outsides	Brass liner for repairing bogie slide castings
R	50	13 Aug 1896	Outsides	Tough steel bogie girder
R	51	not dated	Outsides	Bogie frame plates
R	51	25 May 1894	?	Iron washers for bogie spring liners
R	53	not dated	?	India rubber bogie centre pads
R	63	19 Dec 1906	?	Casting for bogie spring beam
R	63	16 Dec 1906	Outsides	Casting for bogie spring beam
R	64	9 Jan 1909	Outsides	Cast iron bogie horn cheeks

Drawings - Bow Tracings at the NRM

Drawings of Rolling Stock

Locomotives (unless stated otherwise, drawings are of Bow built engines)

4-4-0T

No 48, with cab (Hambleton, F C, Locomotives Worth Modelling, Argus Books, 1977 (2nd Ed), pages 114-9)*1

No 20, with cab (Maskelyne, J N, Locomotives I Have Known, Percival Marshall, 1959, pages 116/7)*1

No 1, without cab, based on Colburn, Z, Locomotive Engineering & The Mechanism of Railways, Collins, 1871 (Railway Modeller, December 1971)*1

Adams bogie (Model Railways, September 1975)*1

51 Class, with and without cab (Model Railways, September 1983)*2.

0-6-0T

No 80 (Hambleton, F C, Locomotives Worth Modelling, Argus Books, 1977 (2nd Ed), pages 120-4).

General arrangement (Atkins, C P, & Edgington, T J, North London Railway, A Pictorial Record, NRM, 1979, plate 28).*1

General (Garden Railway World, April 1990)*2

0-4-2ST

Beyer Peacock Nos 38 to 42, Beyer Peacock archives in Manchester Museum of Science & Technology, Drawing No 428 - 5424

Carriages

4 wheel passenger brake van roof look out c1870 (drawing found in LBSCR Drawing Office in Brighton) (HMRS Dwg No 819)*4

Brake (as when running on KESR) (Model Railway Constructor, June 1987)*1

Brake, 4-compartment and 5-compartment 4-wheeled carriages, based on Colburn, Z, Locomotive Engineering & The Mechanism of Railways, Collins, 1871 (Railway Modeller, December 1971)*1

Brake, 1st/2nd composite (low roof), 3rd (low roof), 3rd (high roof), 1st/2nd composite (Hammersmith branch), 1st (Wolverton, 1909), 2nd (Wolverton, 1909), brake/3rd (Wolverton, 1909) (Talbot, E,

Millard, P, Dow, G, & Davis, P, LNWR Liveries, HMRS, 1985, pages164-170)*1

Gas Lamps (NLR HS Journal No 17, Autumn 1995)*1

Gas bags (NLR HS Journal No 21, Summer 1997)*1

General arrangement of 1st class carriage 27 July 1864, Metropolitan Railway Carriage & Wagon Co archive, Birmingham City Library. Microfilm No 8/89.*1

Wagons

Brake vans

Goods brake van [ends] (copy of official drawing FK13, 23 December 1897, HMRS Dwg No 1473)*4 General arrangement goods brake van (copy of official drawing FK14, 21 August 1895, HMRS Dwg No 1472)*4

Standard goods brake, arrangement of brake blocks, etc (copy of official drawings FK14, 3 December 1902, HMRS Dwg No 1474)*4

Hopper

9 ton (Model Railways, October 1971)*1

Coal hopper (NLRHS Journal No 13, Summer 1994)*1

10 ton (copy of official drawing FK15 (no date) HMRS Dwg No 1477)*4

9 ton (copy of official drawing FK15, February 1900, HMRS Dwg No 1471)*4

Arrangement of inside buffer for 10 ton hopper coal wagon (copy of official drawing FK15, 13 April 1892, HMRS Dwg No 1478)*4

Mineral

6-plank with coke rave, Bradwell Wood (Staffordshire Chemical Company) (Chadwick, C F, North Staffordshire Wagons, Wild Swan, 1993, page 85)*1

Drawings - Rolling Stock

Coal wagon with increased capacity dumb buffers, wagon No 420, 1902 (official drawing No FK11, HMRS Dwg No 1475)*4

Converted 10 ton coal wagons into hopper wagon (copy of official drawing FK38, April 1905, HMRS Dwg No 1488)*4

Detail of safety stop on end doors coal wagon, 1895 (official drawing No FK12, HMRS Dwg No 1476)*4 General arrangement 10 ton coal wagon with end doors (copy of official drawing FK35 (no date), HMRS Dwg No 1480)*4

General arrangement of 12 ton coal wagon with end doors (copy of official drawing FK36 (no date), HMRS Dwg No 1481)*4

NLR 10 ton coal wagon (copy of official drawing FK26, 23 February 1901, HMRS Dwg No 1482)*4

Open wagons

3 plank open, dumb buffers, 15'9" body, 8'6" wheel-base. Axlebox not shown (official drawing No FK22, HMRS Dwg No 1484)*4

3 plank open, dumb buffers, 15'9" body, 8'6" wheel-base. Axlebox/spring not shown. (Official drawing No FK18, HMRS Dwg No 1485)*4

Service wagons

Ash wagon, ex-cattle wagon, 18' body, 10'6" wheel-base, 1896 (official drawing No FK29, HMRS Dwg No 1487)*4

Ballast wagon, dumb buffers, 14'2" body, 7'6" wheel-base (official drawing No FK20, HMRS Dwg No 1486)*4

Ballast wagon (copy of official drawing FK28, 8 January 1896, HMRS Dwg No 1479)*4 Sand wagon (copy of official drawing FK30, 6 April 1897, HMRS Dwg No 1483)*4

*Sources:

- 1. Items in members' libraries.
- 2. Gauge O Guild's Magazine Digests.
- 3. Carter, C S, Model Railway Constructor Special No 7, Model Drawings Reference Book, Ian Allan, 1985.
- 4. HMRS Drawings List.

Compiled by Peter Bloomfield

Drawings of Structures

Loading Gauge

In LMS days. Essery, R J, An Illustrated History of LMS Wagons, Volume 2, OPC, 1983, page 166.

Mileposts

NLR (NLR Historical Society Journal No 10, Summer 1993) NSWJR (NLR Historical Society Journal No 12, Winter/Spring 1994)

Signal boxes

Dunloe Street (NLR Historical Society Journal No 6, Spring 1992)

Stations

Broad Street, details of interior features (NLR Historical Society Journal No 14, Autumn 1994) Dalston Junction, building (NLR Historical Society Journal No 20, Autumn/Winter 1996) Mildmay Park, No 1 up platform building (NLR Historical Society Journal No 7, Summer 1992) Mildmay Park, booking hall (NLR Historical Society Journal No 11, Autumn/Winter 1993) Platform lamp (NLR Historical Society Journal No 8, Autumn/Winter 1992)

Water tank

Maiden Lane (NLR Historical Society Journal No 9, Spring 1993)

Compiled by Peter Bloomfield

Electrification - Chronology

- 1906 At the LNWR half yearly meeting of that year, the chairman announced that an electric railway was proposed from Euston to Watford alongside the main line. (1)
- 26 July 1907 London and North Western Railway Act (7 Edward VII, chapter lxxxvii (87)).
- 1908 Work authorised by 1907 act began. (2)
- 18 November 1911 Revised electrification plan announced. 630 V DC, 4-rail to match Bakerloo. (3,4)
- 7 August 1912 London and North Western Railway Act (2 & 3 George 5, chapter lxvi (66)).
- 1 May 1914 LNWR service Willesden (High Level) Earls Court electrified (until November electric stock hired from the District line was used). (5)
- 22 November 1914 LNWR stock used on Willesden (High Level) Earls Court service. (6)
- 11 February 1915 Bakerloo services to Queen's Park started. (2)
- 10 May 1915 A weekday service of tube trains began to run from Queen's Park to Willesden Junction (New Station). (2)
- 1916 Agreement with LNWR Co, as to electrification of part of LSWR, at Kew, South Action, Gunnersbury and Richmond (North & South Western Junction Railway). (6)
- 1 October 1916 Electric service on the NLR from Broad Street to Richmond/Kew Bridge started. No. 2 lines only electrified. (2, 4)
- 16 April 1917 Electric trains began rush hour only service between Broad Street and Watford *via* Hampstead Heath. (2)
- 16 April 1917 Weekday service of tube trains began to run through to Watford on 16 April 1917. (2)
- 10 July 1922 Full electric service began between Broad Street and Watford *via* Hampstead Heath. (2)
- 10 July 1922 Chalk Farm widening having been completed, the full electric service into Euston began. (2)
- About 1937 No. 1 lines from Barnsbury to Camden Road electrified. (4)
- 12 September 1940 Electric services to Kew Bridge ceased. Conductor rails between South Acton and Kew Bridge lifted shortly afterwards. (6)
- 3 October 1940 Willesden (High Level) Earls Court service withdrawn (last service 2 October). (5)
- About 1961 No. 1 lines from Barnsbury to Camden Road became disused. (4)
- 25 October 1965 Overhead wires at 25kV AC used for the electrification of the main line from Euston were extended through Camden Road on the No. 1 lines to a Freightliner terminal near Maiden Lane. (8)
- August 1970 Four rail electrification reduced to three. (8)
- December (?) 1971 Overhead wires to Freightliner Depot at Maiden Lane de-energised. (8)
- May 1985 25kV system brought into use on No 2 lines from Camden Road Junction to GN main line for stock transfers (class 313 units). (8)
- April 1988 Overhead electrification of the No. 1 lines from Camden Road to Dalston (and on to Stratford) commenced in April 1988. (8)

Electrification - Dates - Page 2 of 2

1 October 1989 - Dual voltage class 313 stock introduced. (8)

29 September 1996 - Camden Road - Hampstead Heath - Willesden Junction (High Level) - Acton Central, was electrified overhead 25kV for all traffic. Conductor rails removed by this date. (8)

Sources:

- 1. A. A. Jackson and D. F. Croome, Rails Through The Clay, Allan & Unwin, 1962, pages 146-8 and 158-62.
- 2. T C Barker and Michael Robbins, A History of London Transport, Part 2 The Twentieth Century to 1970, Allen & Unwin, 1974, pages 162-3, footnotes page 391.
- 3. Hedley Clarke, The 1907 LNWR Electrification Scheme, NLRHS Journal No. 38, Winter 2004/5, pages 8-12.
- 4. Dennis Lovett, London's Own Railway, The North London Railway 1846-2001, Irwell Press Ltd, 2001, pages 71-2.
- 5. H. V. Borley & R.W. Kidner, The West London Railway and the W.L.E.R., Oakwood Press, 1968, pages 20 & 26.
- 6. The National Archives, RAIL 411/305.
- 7. Vic Mitchell and Keith Smith, Willesden Junction to Richmond, Middleton Press, 1996.
- 8. Vic Mitchell and Keith Smith, North London Line, Middleton Press, 1997.

Compiled by Peter Bloomfield, with help from Hedley Clarke.

Evolution

Pregrouping

26 Aug 1846-31 Jan 1909 Original Company

26 Aug 1846 EWIDBJR East and West India Docks and Birmingham Junction Railway Act, 1846.

> To make a railway from near the Blackwall Basin of the West India Docks to at or near Camden Town Station of the London Birmingham

Rly. (9&10 Vict. cap. cccxcvi)

North London Railway Act, 1853. To change the name to North London 8 Jul 1853 NLR

Railway. (16 & 17 Vict. cap. xcvii)

1 Feb 1909-31 Dec 1921 London & North Western Railway Management

3 Dec 1908 NLR Agreement signed with LNWR to take over management of the railway.

(RAIL 529/32, 14 Jan 1909, Board Min 6940)

1 Feb 1909 NLR LNWR assumed responsibility for managing NLR. (RAIL 529/32, 14 Jan

1909. Board Min 6940)

Grouping

1 Jan 1922-31 Dec 1947 London Midland & Scottish Railway

19 Aug 1921 All Railways Act, 1921 "Grouping Act." (11&12 Geo. 5. cap. 55)

1 Jan 1922 Effective date of the preliminary absorption scheme under the "Grouping **NLR**

Act," under which NLR was absorbed into the LNWR, although not

finally approved until 23 Nov 1922. (TNA RAIL 791/526)

Final NLR Board Meeting. Also, final meetings (both Special General 23 Nov 1922 NLR

> and Extraordinary) of NLR Proprietors to approve the preliminary absorption scheme. (TNA RAIL 529/34, 23 Nov 1922, a very final note

to Board Minutes)

"Grouping Act" of 1921 came into effect with NLR, HJR and NSWJR 1 Jan 1923 All

forming part of LMS group of railways.

Nationalisation

1 Jan 1948-6 Feb 1997 British Railways

6 Aug 1947 LMS Transport Act, 1947. "Nationalisation Act." (10&11 Geo. 6. cap. 49) 1 Jan 1948 BR

"Nationalisation Act" of 1947 came into effect with the formation of

British Railways.

Privatisation

7 Feb 1997-11 Nov 2007 Train Operating Companies

Mr John MacGregor, Transport Secretary, announced the privatisation of 24 May 1993 BR

the North London Line. (The Times, 25 May 1993)

Announced National Express as Train Operating Company. (The Times, 7 Feb 1997 TOC

8 Feb 1997, page 1; The Independent, 8 Feb 1997, page 21.)

2 Mar 1997 National Express took over the franchise (under the name Silverlink TOC

Metro from Oct 1997). (Lovett, Dennis, London's Own Railway The

North London Railway 1846-2001, Irwell Press, 2001, page 103.)

Transport for London (TfL)

12 Nov 2007 onwards

London Overground

Transport for London (TfL) under the title London Overground started running the passenger services over the NLR, HJR and NSWJR. It also took on from Network Rail responsibility for some stations. (Railway Herald, No 109, 16 Nov 2007, page 6.) London Overground Rail Operations Ltd (LOROL) is responsible for running the London Overground network under a Concession Agreement with TfL. LOROL is a joint venture company between MTR Corporation of Hong Kong and Deutsche Bahn AG (DB), the interests of DB being managed by Arriva, the division responsible for regional passenger transport outside of Germany. London Overground also includes the East London Line, the northern part of which runs over the NLR's City Extension viaduct from Shoreditch to Dalston.

Compiled by Peter Bloomfield

Legal Matters

Richmond v. NLR - 1868

Concerned the compulsory purchase of a public house in Shoreditch. Although a notice was served under the NLR (City Branch) Act, **1861**, the NLR did not apply to purchase the property until after the expiration of the time limit of four years for the completion of the branch. The NLR claimed that a later act, NLR Act, 1867, which granted widening powers to Broad Street, and gave compulsory purchase powers enabled them to buy the property. The judgement was given to the plaintiff on the basis that the notice given under the first act could not be effective under the second act. Another notice under the second act would have to be issued at the then current valuation. Information provided by Neil Fraser.

Marks v. NLR - 1870

The action was to recover damages for injuries alleged to have been sustained when a door of the carriage in which he was travelling caught a bridge buttress. He alleged that he was thrown on to his side and very much shaken. The defence thought that the case was greatly exaggerated, if not fraudulent. He afterwards went on to a meeting, where he made a speech, as he said, "with yearning bowels," was seen working his garden and performing duties inconsistent with his claims of injury. The jury could not agree and asked if a majority verdict would be accepted. It was not accepted and the jury was discharged without giving a verdict, being unable to agree.

Source: The Times, Wednesday, 14 December 1870.

Information provided by Peter Bloomfield.

Bridges v. NLR - 1873/4

A train stopped short at Highbury station, with the last two coaches standing off the platform in the tunnel. Mr Bridges alighted from the train thinking it was in the platform and received fatal injuries. The widow successfully sued for compensation. £1200 was awarded against the NLR.

Source: English and Irish Appeals, Vol 11, pp 213-242, dated 4 July 1873, 15th April 1874 and 28 June 1874

Further details can be found in the NLR Historical Society Journal, Issue No 11, page 4. Information provided by Neil Fraser

NLR v. Attorney General - 1876

This was an appeal against the decision of the Court of Exchequer ordering payment of certain duties, to which the company claimed exemption under the Railway Act, 1844 (7&8 Vic, c. 85) (the one that required railway companies to run "Parliamentary trains"). The appeal went against the NLR. Further details can be found in the NLR Historical Society Journal, Issue No 11, pages 4/5. Information provided by Neil Fraser.

NSWJR v Brentford Union Assessment Committee (1888), 13 App Cas 592.

Used as a precedent in a case in 2003 about rate charges - found on the web.

See also TNA KB 34/1/5 The North & South Western Junction Railway Co v The Assessment Committee of the Brentford Union and the Overseers of the Poor for Parish of Acton 1890.

Records for the Brentwood Union are held at LMA and include Minutes 1836-1930.

Information provided by Peter Bloomfield

Local Archives

Documents held at:

Parliamentary Archives
Hackney Archives
London Metropolitan Archives
Corporation of London Bosord Office

Corporation of London Record Office: City of London

Miscellaneous

Parliamentary Archives

Local Act, 27 & 28 Victoria I, c. ccxlvi. An Act to empower the North London Railway Company to construct additional Works at Poplar; and for other Purposes.

Held by: Date: 1864 Reference: HL/PO/PB/1/1864/27& 28V1n320

Local Act, 24 & 25 Victoria I, c. cxxxii. Private Bill... An Act to empower the North London Railway Company to widen a Portion of their Railway; and for other Purposes.

Held by: Parliamentary Archives Date: 1861 Reference: HL/PO/PB/1/1861/24& 25V1n165

Local Act, 30 & 31 Victoria I, c. lxxviii. Private Bill. An Act for enabling the North London Railway Company to widen further Portions of their Railway, and granting additional Powers to the Company. Held by: Parliamentary Archives Date: 1867 Reference: HL/PO/PB/1/1867/30& 31V1n112

Local Act, 48 & 49 Victoria I, c. exliv. An Act to enable the North London Railway Company to widen their Railway near Columbia Market, Bethnal Green; and for other purposes.

Held by: Parliamentary Archives Date: 1885 Reference: HL/PO/PB/1/1885/48& 49V1n189

Local Act, 23 & 24 Victoria I, c. xiv.Private Bill... An Act to enable the North London Railway Company to raise an additional Sum of Money; and for other Purposes.

Held by: Parliamentary Archives Date: 1860 Reference: HL/PO/PB/1/1860/23& 24V1n36

Local Act, 28 & 29 Victoria I, c. cccx. Private Bill... An Act for making Railways from the North London Railway to Alexandra Park, and to the Edgware, Highgate, and London Railway; and for other Purposes.

Held by: Parliamentary Archives Date: 1865 Reference: HL/PO/PB/1/1865/28& 29V1n442

Local Act, 55 & 56 Victoria I, c. liv. Private Bill. North London Railway Company. (Railway Rates and Charges, No. 16 (North London Railway) Order Confirmation.)

Held by: Parliamentary Archives Date: 1892 Reference: HL/PO/PB/1/1892/55& 56V1n76

Local Act, 28 & 29 Victoria I, c. lxxii. Private Bill... An Act to grant various additional Powers to the North London Railway Company.

Held by: Parliamentary Archives Date: 1865 Reference: HL/PO/PB/1/1865/28& 29V1n108

Local Act, 31 & 32 Victoria I, c. iv. Private Bill... An Act to confer certain additional Powers upon the North London Railway Company.

Held by: Parliamentary Archives Date: 1868 Reference: HL/PO/PB/1/1868/31& 32V1n38

Local Act, 60 & 61 Victoria I, c. exc Private Bill. An Act to enable the North London Railway Company to improve the access to the Poplar Dock and for other purposes. (North London Railway.) Held by: Parliamentary Archives Date: 1897 Reference: HL/PO/PB/1/1897/60& 61V1n260

Local Act, 24 & 25 Victoria I, c. exevi Private Bill... An Act to empower the North London Railway Company to construct a Railway from Liverpool Street in the City of London to join their existing

Railway at Kingsland; and for other Purposes.

Held by: Parliamentary Archives Date: 1861 Reference: HL/PO/PB/1/1861/24& 25V1n240

Local Act, 37 & 38 Victoria, c. lxxv Private Bill... An Act to repeal certain provisions of the Acts relating to the North London Railway Company, and to confer various additional powers upon that Company; and for other purposes.

Held by: Parliamentary Archives Date: 1874 Reference: HL/PO/PB/1/1874/37& 38V1n106

Local Act, 34 & 35 Victoria I, c. xii Private Bill... An Act for extending the time for the construction by the North London Railway Company of certain works connected with their railway; and for granting various additional powers to the Company.

Held by: Parliamentary Archives Date: 1871 Reference: HL/PO/PB/1/1871/34& 35V1n35

Local and Personal Act, 17 & 18 Victoria I, c. lxxx Private Bill... An Act to enable the North London Railway Company to construct a Station or Depôt near to the new Metropolitan Cattle Market; to raise additional Capital; and for other Purposes.

Held by: Parliamentary Archives Date: 1854 Reference: HL/PO/PB/1/1854/17& 18V1n112

Local and Personal Act, 16 & 17 Victoria I, c. ccxxii An Act for making a Railway from the London and North-western Railway at Willesden to the North London Railway, with a Branch to the North and South Western Junction Railway, to be called The Hampstead Junction Railway.

Held by: Parliamentary Archives Date: 1853 Reference: HL/PO/PB/1/1853/16& 17V1n390

Local Act, 22 Victoria I, c. xxxv Private Bill... An Act to facilitate the Communication between the Great Northern Railway and the North London Railway; to improve the Station of the Great Northern Railway at King's Cross.

Held by: Parliamentary Archives Date: 1859 Reference: HL/PO/PB/1/1859/22V1n70

Local Act, 46 & 47 Victoria I, c. xxv Private Bill... An Act to confer further Powers upon the North London Railway Company for the acquisition of Lands and the raising of Capital; and to empower the London and North-western Railway Company to subscribe

Held by: Parliamentary Archives Date: 1883 Reference: HL/PO/PB/1/1883/46& 47V1n42

Local Act, 23 & 24 Victoria I, c. lxvii Private Bill... An Act to authorize the Midland Railway Company to construct a Station in the Parish of Saint Pancras, London, and to effect Arrangements with the Great Northern and North London Railway Companies

Held by: Parliamentary Archives Date: 1860 Reference: HL/PO/PB/1/1860/23& 24V1n94

Local Act, 35 & 36 Victoria I, c. xxiv Private Bill... An Act to authorise the Great Eastern Railway Company to make a deviation in the connexion between their Railway and the North London Railway, and to abandon certain railways, and to extend the time.

Held by: Parliamentary Archives Date: 1872 Reference: HL/PO/PB/1/1872/35& 36V1n36

Local Act, 52 & 53 Victoria I, c. xcviii Private Bill... Companies and also for conferring powers upon the North London Railway Company and other Railway Companies in relation to such other Undertakings for vesting portions of the North Union Railway in the Company.

Held by: Parliamentary Archives Date: 1889 Reference: HL/PO/PB/1/1889/52& 53V1n137

Hackney Archives

LEASE for 64½ years. Small Collections. 1. The North London Railway Co. 2. Robert Pittman, of 9 Kingsland Road, Mdx, builder. (1) lease to (2) Nos. 4 and 5 Edward Street (south side). Plan Held by: Hackney Archives Department Date: 22 June 1874 Reference: M3346

Rates assessments and appeals against them. ST LEONARD, SHOREDITCH. VESTRY CLERK'S

Local Archives

RECORDS. Submitions to Shoreditch Vestry Clerk. Includes appeals from Hoxton Working Mens Club (1874), Messrs Waterlow of Finsbury Market (1875), St Lukes Workhouse (nd), and the North London Railway (1886)

Held by: Hackney Archives Department Date: 1870 – 1889 Reference: L/V/C/21/7

HACKNEY METROPOLITAN BOROUGH. TOWN CLERK'S DEPARTMENT. LEGAL RECORDS. Between the North London Railway Co. and Hackney Board of Works. Clause of agreement for construction of Kingsland and Tottenham Line, relating to Ridley Road.

Held by: Hackney Archives Department Date: 1864 Reference: H/CC/1/51

HACKNEY METROPOLITAN BOROUGH. TOWN CLERK'S DEPARTMENT. LEGAL RECORDS. Between the North London Railway Co. and Hackney Vestry (no. 107) Report and correspondence concerning the entrance to Victoria Park Station.

Held by: Hackney Archives Department Date: 1897 Reference: H/CC/1/62

SAUMAREZ ESTATE. London estates: leases and tenancy agreements. Correspondence. Committee of Management of the Hackney Benevolent Pension Society to Sir W.F.F.M asking for a donation of a piece of land at Navarino Place, Dalston (part of Smith's Nursery, adjoining North London. Held by: Hackney Archives Department Date: 1851 Reference: D/F/SAU/3/905

PEARSON ESTATE, HOXTON & KINGSLAND. FURTHER RECORDS. Leases of the estate. Leases of 2-8 Westmoreland Street (later Dunloe Street) First lease is to Samuel March, builder. Last deed is a rent apportionment between the Pearson estate and the North London Railway Held by: Hackney Archives Department Date: 1832 – 1864 Reference: D/F/PEB/3/26

ST LEONARD, SHOREDITCH. Vestry. VESTRY CLERK'S RECORDS. Correspondence and petitions concerning works and schemes proposed by the Great Eastern Railway, the London & North Western Railway, the North London Railway and to a Regents Canal City & Docks Held by: Hackney Archives Department Date: 1873 – 1887 Reference: L/V/C/45

Act to enable the North London Railway to widen their railway near Columbia Market, Bethnal Green and for other purposes. Small Collections. Shoreditch Vestry. Includes clauses protecting sewers etc in Shoreditch. Printed.

Held by: Hackney Archives Department Date: 1885 Reference: M4015/6

Typescript: Famous visitors, including Poe. Filed with: Two typescripts on murder trials: Adelaide Bartlett, and the North London Railway murder of 1899 Shirren Papers. Typescript: Famous visitors, including Poe. Filed with: Two typescripts on murder trials: Adelaide Bartlett, and the North London Railway murder of 1899

Held by: Hackney Archives Department Date: Dates unknown Reference: D/F/SHI/15

Letter from North London Railway Co concerning proposed work at rear of Company's warehouse. JOHN CARTER & SONS LTD BOOT & SHOE MANUFACTURERS. John Carter & Sons Ltd: main company. Premises. Letter from North London Railway Co concerning proposed work at rear of Company's warehouse.

Held by: Hackney Archives Department Date: 1879 Reference: D/B/CAR/1/42

Agreement between Hackney Board of Works and the North London Railway Co. concerning new roads.

HACKNEY METROPOLITAN BOROUGH. TOWN CLERK'S DEPARTMENT. LEGAL RECORDS. Plan on Deed (no. 26)

Held by: Hackney Archives Department Date: 1864 Reference: H/CC/1/18

GEORGE STREET; CONVEYANCE. Small Collections. North London Railway Co. to John Douglass of a piece of vacant ground in George Street, Shoreditch, next to Standard Theatre Plan.

Signature of John Douglass.

Held by: Hackney Archives Department Date: 25 May 1867 Reference: M453

SALE PARTICULARS. Small Collections. Surplus property of the North London Railway Co. in the following areas: Camden Town; Islington; Kingsland; Middleton Road; Lee Street; Shoreditch Church; Homerton; Old Ford; Bow. Plans.

Held by: Hackney Archives Department Date: 18 June 1877 Reference: M3560

ABSTRACT OF TITLE. Small Collections. Title of W.A.T. Amhurst to land on the south side of Dalston Lane (traversed by the North London Railway). Recites documents 1857 - 1873. Held by: Hackney Archives Department Date: 1875 Reference: M3117

ST LEONARD, SHOREDITCH. Vestry. VESTRY CLERK'S RECORDS. Correspondence, reports and associated records submitted to Shoreditch Vestry Clerk. Concerning the East London Water Co, The New River, the School Board for London, the Great Eastern Railway, the North London Railway and a legal bill re Wells, Dixon & Co. With return of the gross

Held by: Hackney Archives Department Date: 1885 – 1886 Reference: L/V/C/21/12

ST LEONARD, SHOREDITCH. Vestry. VESTRY CLERK'S RECORDS. Includes letters re nuisances in Shoreditch adjacent to North London Railway, 1874 and re Sun St. approaches, 1870, both from NLR; part of the Great Eastern Railway bill to enlarge Liverpool St

Held by: Hackney Archives Department Date: 1874 – 1884 Reference: L/V/C/35

CONVEYANCE. Small Collections. 1. The North London Railway Company. 2. Thomas Thomson of South Eden Park, Beckenham, Kent, gent. (1) convey to (2) the freehold of Nos. 3 and 5 Drysdale Street (formerly 4 and 5 Edward Street.

Held by: Hackney Archives Department Date: 04 July 1879 Reference: M3348

RECORDS OF THE POPLAR DISTRICT BOARD OF WORKS. RECORDS OF THE CLERK TO THE BOARD. Petitions Received by the Board. Requesting construction of a bridge to connect St. Leonards Road and Devons Road, Bromley, 30 Jun 1868; with letter to the Board from Robert Mansel, Secretary, North London Railway, Euston Station

Held by: Tower Hamlets Local History Library and Archives Date: 1868 Reference: L/PBW/D/3/5

Quinquennial valuation 1895. ST LEONARD, SHOREDITCH. FINANCE. Valuation for property of the Gas Light & Coke Co, the Great Eastern Railway, the North London Railway, the National Telephone Co, the North Metropolitan Railway & Canal Co, the North Metropolitan Held by: Hackney Archives Department. Date: 1895 Reference: L/F/75

SAUMAREZ ESTATE. Middleton Estate financial and estate records. North London Railway (1869) Hoxton property (Nile and Custance Street, 1894, 1903, 1909); Albion Square (letters from and to Metropolitan Public Gardens Assoc re poor state, proposing to improve it.

Held by: Hackney Archives Department Date: 1859 – 1903 Reference: D/F/SAU/1/16

Appointment of trustees to manage the annuity of Maria Jeffris. PEARSON ESTATE, HOXTON & KINGSLAND. FURTHER RECORDS. Estate title deeds, mortgages and probate records. With later endorsements and attached powers of attorney concerning heirs and alterations to the estate following the construction of the North London Railway's Broad Street extension.

Held by: Hackney Archives Department Date: 1830 – 1866 Reference: D/F/PEB/2/10

AGREEMENT for apportionment of rent Small Collections. 3. THIRD PART William George FISH, of 14 Church Street, Hackney; Pawnbroker, and Harriet FISH FOURTH PART North London Railway Company. WHEREAS By Indenture of 30 January 1844 made between Henry... Held by: Hackney Archives Department Date: 2 July 1873 Reference: M206

CONVEYANCE. Small Collections. pieces of ground, all on the east side of Spurstowe Road, a piece of ground on the west side of Spurstowe Road, and an adjoining strip of ground leased to the North London Railway. Plan

Held by: Hackney Archives Department Date: 25 March 1875 Reference: M3118

CONVEYANCE (photocopy). Small Collections.), spinster. 4. George Hawkins (address as 1), merchant. James McFarlane of Dunfermline, Fife, North Britain, writer. 5. The North London Railway Co. (1-3) as beneficial owners, and (4) as trustees,

Held by: Hackney Archives Department Date: 31 December 1864 Reference: M3345

Correspondence re various premises. ST LEONARD, SHOREDITCH. Vestry. VESTRY CLERK'S RECORDS. Worship St improvement works from Met Board of Works, 1877-86; letters re dwelling blocks in Vincent St (former Vinegar Yard), 1885; property under North London Railway arches occupied by Wells & Co nd; re

Held by: Hackney Archives Department Date: 1872 – 1886 Reference: L/V/C/31

Correspondence to the Board on post boxes, lighting building and other matters. ST LEONARD, SHOREDITCH. Vestry. VESTRY CLERK'S RECORDS. Board re lodging house regulations, 1874; from the Gas, Light & Coke Co re public lamps, 1875; from the North London Railway Co re claims of leaky bridges, 1876; from the M.B.W. asking for a return on

Held by: Hackney Archives Department Date: 1870 – 1878 Reference: L/V/C/37

RECEIVERSHIP DEED. Small Collections. linen-draper Frederick BAX corn-chandler Thomas William JELLEY fringe maker [i.e. Nos. 317-21] etc. 2. Land and garden & conservatory South of North London Railway, bounded East by a house.

Held by: Hackney Archives Department Date: 20 Oct 1871 Reference: M204

DIARY. Small Collections. Of James Lloyd (born 1801) of 5 Kingsland Green, a house on the north side of the Green later demolished when the Broad Street extension of the North London Railway Line was constructed.

Held by: Hackney Archives Department Date: 1858 – 1862 Reference: M4409

"PROCEEDINGS" Small Collections. Kingshold Proceedings., abutting north on the North London Railway [over which Chalgrove Road has been built] shown in the plan in the Court Rolls (Book 16 Page 439) and all of the other properties in this manor of which Henry...

Held by: Hackney Archives Department Date: 5 Dec 1881 Reference: M172

DEEDS. Small Collections. Sharp to Samuel Nelme, consisting of a piece of land of 1r 15p, bounded by the Mermaid Garden and copyhold property of Nelme (1). In 1860 the North London Railway Co conveyed to David Aspland Gibbs.

Held by: Hackney Archives Department Date: 1839 – 1879 Reference: M4516/1-15

PROCEEDINGS. Small Collections. GRUMBOLDS Admissions. the North London Railway Co. over the same". And 12 cottages on the south side of Bohemia Place, Nos. 3-14, held by Messrs. TEMPLE and MOORE on a 21 year lease from 25 Dec. 1860 at £90 p.a.

Held by: Hackney Archives Department Date: 5 Dec 1881 Reference: M171

Deeds concerning 11-31a Bridge Street (later Ponsford St), 9 & 10 Homerton High Street and... BERGER, JENSON & NICHOLSON: ADDITIONAL RECORDS. LEWIS BERGER & SONS. Property and trust records. London Railway, conveyed to Thomas Godfrey (9, plan on deed). In 1880 George Roberts conveyed 34-6 Water Lane, copyhold of Lordshold manor, to Albert Chapple (15-16). In 1890 George Pottier and others.

Held by: Hackney Archives Department Date: 1864 – 1938 Reference: D/B/BJN/11/9-49

London Metropolitan Archives - 1

METROPOLITAN BOARD OF WORKS. Supplemental List of Plans and District Surveyor's Records. DEPOSITED PLANS (PARLIAMENTARY BILLS). Deposited Plans. North London Railway

Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MBW/2649/15

METROPOLITAN BOARD OF WORKS. Supplemental List of Plans and District Surveyor's Records. DEPOSITED PLANS (PARLIAMENTARY BILLS). Deposited Plans. North London Railway

Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MBW/2616/7

METROPOLITAN BOARD OF WORKS. Supplemental List of Plans and District Surveyor's Records. DEPOSITED PLANS (PARLIAMENTARY BILLS). Deposited Plans. North London Railway

Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MBW/2646/20

METROPOLITAN BOARD OF WORKS. Supplemental List of Plans and District Surveyor's Records. DEPOSITED PLANS (PARLIAMENTARY BILLS). Deposited Plans. North London Railway Additional powers.

Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MBW/2632/14

METROPOLITAN BOARD OF WORKS. Supplemental List of Plans and District Surveyor's Records. DEPOSITED PLANS (PARLIAMENTARY BILLS). Deposited Plans. North London Railway

Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MBW/2649/15

METROPOLITAN BOARD OF WORKS. Supplemental List of Plans and District Surveyor's Records. DEPOSITED PLANS (PARLIAMENTARY BILLS). Deposited Plans. North London Railway

Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MBW/2616/7

METROPOLITAN BOARD OF WORKS. Supplemental List of Plans and District Surveyor's Records. DEPOSITED PLANS (PARLIAMENTARY BILLS). Deposited Plans. North London Railway

Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MBW/2646/20

METROPOLITAN BOARD OF WORKS. Supplemental List of Plans and District Surveyor's Records. DEPOSITED PLANS (PARLIAMENTARY BILLS). Deposited Plans. North London Railway Additional powers.

Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MBW/2632/14

MIDDLESEX SESSIONS OF THE PEACE: ADMINISTRATION. SESSIONS COMMITTEES. County Licensing Committee. CONFIRMATION PAPERS 1886: KENSINGTON DIVISION. William White: The North London Railway Hotel.

Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MA/C/L/1886/33

LONDON COUNTY COUNCIL. LONDON COUNTY COUNCIL PRESENTED PLANS. PLANS PRESENTED TO THE BRIDGES COMMITTEE. Tredegar Road Bridge, Poplar (over North London Railway); proposed widening. Plan of alterations and map showing railway Held by: London Metropolitan Archives: City of London Date: 10 May 1905 Reference: LCC/PP/BR/101

Agreement for an easement in the North London Railway Company's land, Laburnum Street, Kingsland Road

North Thames Gas Predecessors. INDEPENDENT GAS LIGHT AND COKE COMPANY. Agreement for an easement in the North London Railway Company's land, Laburnum Street, Kingsland Road Held by: London Metropolitan Archives: City of London Date: 1879 Reference: B/NTG/1449

Three route season tickets - Great Northern Railway, North London Railway and Great Northern and City Railway. Metropolitan Railway. METROPOLITAN RAILWAY. GENERAL MANAGER'S PAPERS. Papers North London Railway v Great Northern Railway - Proceedings and Judgement Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: Acc 1297/MET10/121

Part of Curtain Road gasworks: negotiations with the North London Railway Company North Thames Gas Predecessors. (CHARTERED) GAS LIGHT AND COKE COMPANY. OFFICE PREMISES. Part of Curtain Road gasworks: negotiations with the North London Railway Company Held by: London Metropolitan Archives: City of London Date: 1861 - 1872 Reference: B/NTG/2469-2471

North London Railway - Widening of City Branch; Branch to London Tilbury and Southend Railway METROPOLITAN BOARD OF WORKS. Supplemental List of Plans and District Surveyor's Records. DEPOSITED PLANS (PARLIAMENTARY BILLS). Deposited Plans. North London Railway - Widening of City Branch; Branch to London Tilbury and Southend Railway Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: MBW/2622/10

GJWW Co and The London and North Western, The Midland and North London Railway Companies, draft

agreements as to laying down water main near Old Kew Junction Thames Water Predecessors. Grand Junction Waterworks Company Corporate Records. Legal papers. Legal papers. S.46.12 Held by: London Metropolitan Archives: City of London Date: 1902 Reference: ACC 2558/GJ/1/702

GJWW Co and The London and North Western, The Midland and North London Railway Companies, papers relating to laying of water main, Gunnersbury Lane Thames Water Predecessors. Grand Junction Waterworks Company Corporate Records. Legal papers. Legal papers. S.44.10 Held by: London Metropolitan Archives: City of London Date: 1886 Reference: ACC 2558/GJ/1/506

Lease and counterpart, Ecclesiastical Commissioners to Wm White of North London Railway Station Hotel, Kilburn, builder, for 99 years Edwards, William. lease endorsed: Wm White to Wm Scantlebury Edwards of 2

Wellington Villas, Turnham Green, gent. Counterpart lease endorsed: memo. Of assignments 1 May 1873, 16...

Held by: London Metropolitan Archives: City of London Date: 1872 Reference: ACC/2390/001/1-2

LONDON COUNTY COUNCIL. LONDON COUNTY COUNCIL PRESENTED PLANS. PLANS PRESENTED TO THE BRIDGES COMMITTEE. LCC Alterations to Bridges for Tramways. Bridge under High Street, Kingsland over North London Railway: plan

Held by: London Metropolitan Archives: City of London Date: 27 April 1904 Reference: LCC/PP/BR/88

CENTRAL LONDON RAILWAY BILL. METROPOLITAN RAILWAY. GENERAL MANAGER'S PAPERS. Street and Broad Street (North London Railway)

Held by: London Metropolitan Archives: City of London Date: unknown Reference: Acc 1297/MET10/291

Bills. LONDON COUNTY COUNCIL. CLERK'S DEPARTMENT BILLS IN PARLIAMENT. Deposited Plans - Third Series - plans under bills promoted by bodies other than... Western Railway; L.C.C (General Powers); L.C.C (Improvements); Metropolitan District Railway Midland Railway; North London Railway; North Metropolitan Tramways (No 1); North Metropolitan Tramways (no 2) Held by: London Metropolitan Archives: City of London Date: 1897 Reference: LCC/CL/PARL/3/8

Conveyance, 28 Dec 1853. TRETHOWANS [SOLICITORS]. PROPERTY RECORDS. Islington St.Paul's Road. 1. The North London Railway Company (formerly known as East and West India Docks and Birmingham Junction Railway Company). 2. George Roe of 15 Great Alie Street, Whitechapel, civil engineer.

Held by: London Metropolitan Archives: City of London Date: 1853 – 1854 Reference: ACC/1417/025

LONDON AND NORTH WESTERN RAILWAYS. These documents relate to properties in the London borough of Camden in Adelaide Road, Alexandra Road and Finchley Road. Admin history: District Railways. By 1922 the L & NWR had absorbed the North London Railway. Held by: London Metropolitan Archives: City of London Date: Dates unknown Reference: LMA/4030

London Metropolitan Archives – 2 (List of Deposited Plans in the MR/UP/-- series)

This list of plans has been extracted from the Court Sessions Middlesex, Reg & Dep Public Undertakings Book 126A (Blue Label series), as having some connection with the North London Railway. In some cases this link may be very tenuous, representing railways which formed or attempted to form junctions with, or which were promoted in opposition to, the NLR. Some obscure railways which may have had such a link have also been included until the plans can be examined.

The plans are those copies which were lodged with the Clerk of the Peace for the County of Middlesex. They all include the description of the powers being applied for and the Books of Reference (these list all the properties affected by the proposals, and detail the owner, tenant, occupier and use of the land). The plans are not on open access, but can usually be obtained within 30 minutes. They are tightly rolled, and very dusty. Tracing is permitted provided you ask first and use the plastic sheets supplied to protect the document. They also keep your papers clean!

A number of the plans are duplicated in the MBW (Metropolitan Board of Works) series, but these do not seem to include the Books of Reference, nor to cover the same geographical area or time scale.

- London & Birmingham Railway Alterations & Deviations in line, 1834
- London Grand Junction Railway to Snow Hill (see also 164), 1835
- London & Blackwall Railway Rennie's proposal, 1835
- London & Blackwall Railway Stephenson's proposal, 1835
- 164 Grand Junction Railway Camden Town to Skinner Street, 1836
- 240 Metropolitan Central Jct Railway, 1844
- 259 Proposed widening of London & Blackwall Railway, 1845
- 274 Regent's Canal Railway Extension to General Post Office and Regent's Canal Dock and Pier, 1845
- North London Junction and Branch Railway, 1845
- 285 East and West India Docks and Birmingham Jet Railway, 1845
- 299 Extensions of Euston & Camden stations of Birmingham Railway, 1845
- 304 Extension of London & Birmingham Railway to Fleet Prison, 1845

- 308 Regent's Canal & Western Extension Railway, 1845
- 311 London & Blackwall & Branches to St Katherine's Dock, 1846
- 319 Regent's Canal Company Railway, 1846
- London & Blackwall, East & West India Dock and Birmingham Jct, Railway, 1847
- North & South Western Railway Harrow to Brentford, 1847
- 338 Stratford Junction Railway Hackney Wick to Stratford, 1847
- 348 Branches of East & West India Docks and Birmingham Junction Railway, 1849
- 358 North & South Western Junction Railway, 1850
- 366 Blackwall Railway Company Branch to Tilbury Fort with branch to join Eastern Railway at Ilford, 1850
- 367 Blackwall Railway Company Branch to Haydon Square, 1850
- 368 Blackwall Railway Company Rhodes Hill Station 1850
- Eastern Counties Railway junction with East & West India Dock and Birmingham Junction Railway,1851
- 393 London & North Western Railway- Primrose Hill to Middlesex, 1852
- East & West India Docks and Birmingham Jct Railway (widening), 1852
- 410 North & South Western Jct Railway branch to Hammersmith, 1852
- North & South Western, Hampstead & City Jct Railway (Hampstead Jct), 1852
- East & West India Docks and Birmingham Jct Rly Hackney Wick to Woodford, 1852
- 433 North London Railway Branch to Caledonian Cattle Market, 1853
- 434 London & North Western Railway branch to Haydon Square, 1853
- 441 North Metropolitan Railway, 1853
- 460 North London & Victoria Docks Railway, 1854
- 465 North Metropolitan Railway, 1854
- 466 Proposed widening of London and Blackwall Railway, 1854
- 475 London Tilbury and Southend Railway, 1855
- 476 Metropolitan, Eastern Counties & Docks Railway, 1855
- 505 Division of Highbury and Willesden LNWR (sic), 1857
- 520 LNWR Diversion of road at Hammersmith, 1858
- 521 Hampstead Junction Railway, 1858
- North Western and South London Jct Railway, 1858
- North London, Paddington, Richmond & Hampton Court & Kingston Railway, 1858
- North London Railway Widening of Line, 1859
- London & Blackwall Enlargement of Works & Stations Accommodation, and Branches to London and St Katherine's Docks, 1859
- LNWR lines in connection with Kensington Station, NSWJR
- North London Railway widening Maiden Lane to Kingsland, 1860
- North London Railway Branch to City, 1860
- 581 Kensington Station & NSWJR, 1860
- 588 LNWR, 1860
- 593 Hammersmith Junction Railway, 1860
- 599 Regent's Canal Railway, 1860
- 616 London & Blackwall Railway, 1861
- 618 LNWR Additional Lands at Hammersmith, 1861
- North London & Edmonton Railway, 1862
- Branch Railway from NLR to Imperial Gasworks, 1862
- 654 LNWR Additional Lands at Hammersmith, 1862
- 689 NSWJR Extension from Acton through Kew to Richmond, 1863
- 701 NLR Additional Powers, 1863
- NLR Kingsland to Tottenham, 1863
- 757 NLR Widening of Line, 1864
- 765 LNWR New works and Additional Powers, 1864
- 771 London & Blackwall & Millwall Extension Railway, 1864
- 791 LNWR New Works and Additional Powers, 1865
- 804 North Metropolitan Railway Southall Willesden Hampstead Heath Stoke

- Newington Homerton Stratford River Thames, 1865
- NLR Widening of City Branch, Branch to L.T.&S., new station at Camden Road, Additional Powers, etc., 1866
- LNWR New Works & Additional Powers Parish of St Mary Stratford le Bow, 1866
- NLR New Works & Additional Powers, 1867
- N.&S.W.R. Deviation and Additional Powers, 1867
- 871 LNWR Branches and Additional Powers, 1867
- LNWR New Works & Additional Powers New Approach road to Euston Station, Lands and arches at Ampthill Square and Bedford St, Buildings at Seymour St & stopping up of Duke St, 1868
- NLR Additional Powers, Widening of Bridge over York Road, diversion of Preston Road, Poplar, & Additional Property in St Pancras, 1868
- 2013 LNWR Additional Powers and Buildings, diversion of Footpath at Kensal Green and Willesden, 1869
- 941 NLR Additional Lands at Islington, Hackney, and Shoreditch, 1870
- 1030 LNWR New Works & Additional Powers New road and stopping up at Acton.
 Additional Lands & Buildings at Shoreditch, Bromley St Leonards & Ealing, 1872
- 1031 LNWR New Lines and Railway at Primrose Hill, 1872
- 1035 London & Blackwall Improvements at Stepney Station, widening of Railway, Railway to connect Blackwall Lines and Extension from Stepney to Bow, Construction of New Pier, 1872
- 1039 East & West Metropolitan Jct & Cannon Street Railway Cannon St to Aldgate and Bow, 1872
- 1040 Metropolitan & St John's Wood Railway New line to join Hampstead Junction Rly and Midland Rly extension to Kingsbury, 1872
- 1057 LNWR various but includes Additional Land at Willesden 1873
- 1063 NLR Additional Powers New Works at Poplar Alterations to Bridge over Prestons Rd. Acquisition of Land & houses at Poplar & Shoreditch, Stopping up of Sun St, Widening of Bridge over Wick Lane, 1873
- 1064 Metropolitan Inner Circle Completion and Eastern Extension Rly from Metropolitan District Rly in Queen Victoria St to Aldgate and Mile End & Bow, junctions with North London, and East London Rlys, New Street from King William St to Fenchurch St, 1873
- 1069 London & Blackwall Rly Enlargement of Fenchurch St, Leman St, Shadwell, Stepney, Limehouse, Millwall Jct, and Bow Stations and other Works, 1873
- 1070 Ealing, Acton, and City Rly from Hammersmith & City to Bollo Bridge Rd. Acton, and from Acton to Hanwell and Hayes, 1873
- 1071 Acton and Hammersmith Rly to unite NSWJR. and Hammersmith Extension Rly Alteration of Acton Station, Construction of New Station and Approaches, and Alterations to Roads, 1873
- 1088 LNWR New Lines and Additional Powers, Additional Lands at Willesden, Hammersmith, Poplar, & Bloomsbury, New Roads and Roads to be Stopped up at Harrow, 1874
- 1113 Midland Rly New Works etc. Tottenham & Hampstead North Curve, Poplar Branch, Lands at Cripplegate, City, St Mary Whitechapel, etc., 1875
- North Metropolitan High Level Rly from Metropolitan & St John's Wood Rly at Finchley Road to Hampstead Heath, Highgate, and Alexandra Palace Branch Rly with Junctions with Met. & St John's Wood, Midland, Hampstead Jct & Great Northern Railways, 1875
- 1132 Metropolitan Board of Works Various Powers Sun St to Worship St improvements, 1875
- 1139 LNWR Diversion of King Henry's Road, Widening of Chalk Farm Bridge, Additional Lands at Edgware Road Stn (Brondesbury?), 1876
- 1142 G.N.R.Additional Lands at Hackney, Caledonian Road, Holloway and Hornsey, 1876
- 1144 London & Blackwall Connection between L&B at Limehouse and the Extension from

- Stepney to Bow, 1876
- North Metropolitan High Level Rly (appears similar to 1121), 1876
- LNWR Additional Powers Crossing at Worship St, Primrose St, & Skinner St, Extension of Bridge and Additional Lands at St Martin's Lane. Additional Lands & Buildings at Haydon Square, Willesden and Acton, 1877
- 1186 LNWR Additional Powers and Lands at Willesden and Twyford, 1878
- 1223 LNWR Additional Lands at Acton adjoining N.&S.W.J.R., and Richmond Branch of L.&S.W.R. at Acton Jct, 1879
- 1247 LNWR Additional Powers......Additional Lands in Parishes of St Mary, Islington, Highbury, St John's Hampstead, etc., 1883
- 1278 LNWR Willesden Curve in Parish of Acton & Hammersmith, Additional Land and Extension of Bridge in St John Hampstead, 1881
- 1287 Latimer Road & Acton Rly Shepherd's Bush, Hammersmith & Acton, 1881
- 1301 Poplar & Canning Town Rly Bromley St Leonard's, Poplar, St Leonard's Shoreditch to West Ham, 1881
- 1324 NLR Additional Lands, 1882
- 1326 LNWR Additional Powers, 1882
- LNWR Stopping Up of Roads in St Leonard's Shoreditch & St Botolph's Without Bishopgate, Additional Lands in St Pancras, 1883
- 1437 Hendon Rly Hampstead to Hendon, 1883
- 1481 LNWR, 1884
- 1483 London & Blackwall, 1884
- 1487 NLR, 1884
- 1534 North Western & Ealing Rly Willesden Jct to HJR to Drayton Green, Ealing, 1886
- 1535 Latimer Road & Acton Rly Notting Hill, Uxbridge Road through Parish of Kensington, Hammersmith, & Acton, 1886
- 1536 Latimer Road & Acton Rly Ealing, Acton, Hammersmith, Fulham and St Mary Abbots Kensington, 1886
- 1538 LNWR Street Stopped Up at Broad Street Station, Additional Lands & Buildings St John Hampstead and St Pancras, 1886
- 1574 Midland Rly Bow Branches and Widening at St Pancras, 1888
- North and East London Rly Jct with NLR at Shoreditch, passing through St Leonard's Shoreditch, St Matthew Bethnal Green, & St Mary Whitechapel, 1888
- LNWR Willesden Jct Railways, Crossing at Worship St, Additional Lands, & Buildings at Euston Square, Park Place, West Delancey St & Finsbury Avenue, Extension to Bridge & Additional Lands and Buildings at Long Street, 1889
- 1624 Latimer Road & Acton Rly New Railway at Shepherd's Bush, 1889
- 1752 LNWR Additional Lands and Buildings at St Leonard's Shoreditch, Tredegar Road Old Ford,
- 1892 END OF BOOK 69

A new series was started in 1889, and this is listed in Book 70. The descriptions are a lot less detailed, and the book contains many more references to tramways, electricity and gas mains and new roads.

NS 7	LNWR Willesden Jct Railways, 1889
NS 24	LNWR Additional Powers and Lands Willesden, Acton & Harrow, 1890
NS 60	LNWR, 1895
NS 159	LNWR Hampstead Junction Railway, 1900
NS 186	LNWR, 1901
NS 231	LNWR Royal Agricultural Society's Show Ground Branch, 1903
NS 292	LNWR Widenings Euston to Watford, 1906
NS 300	LNWR. 1907

Corporation of London Record Office: City of London

North London Railway Additional powers. (Book of reference) City of London Sessions. Clerk of the Peace. Plans. 2nd copy sealed.

Held by: Corporation of London Record Office: City of London Date: 1863 Reference: CLA/047/LC/04/123

North London Railway Widening City Branch &c. (Book of reference) City of London Sessions. Clerk of the Peace. Plans. 2nd copy without B.R.

Held by: Corporation of London Record Office: City of London. Dates unknown. Reference: CLA/047/LC/04/164

North London Railway Additional powers. (Book of reference). City of London Sessions. Clerk of the Peace. Plans. 2nd copy sealed.

Held by: Corporation of London Record Office: City of London Date: 29 November 1873 Reference: CLA/047/LC/04/216

North London Railway branch to the City (Smithfield). (Book of reference) City of London Sessions. Clerk of the Peace. Plans. 2nd copy without B.R.

Held by: Corporation of London Record Office: City of London Date: 1860 Reference: CLA/047/LC/04/103

Liverpool Street: Broad Street Station Licensed Premises. CORPORATION OF LONDON. SURVEYOR'S DEPARTMENT: PLANS. SURVEYOR'S APPROVAL PLANS: LICENSED PREMISES. bar. Scales 1/48, 1/96, 1/240. North London Railway Engineers' Office. 13 Feb 1893 & N.D. Approved 19 May 1895. Alterations. Sections & ground plans Scale 1/96. L.N.W.R. [1909]. Held by: Corporation of London Record Office: City of London Date: 1892 – 1909 Reference: COL/SVD/PL/02/0046

Railways. CORPORATION OF LONDON. PLANS. NUMBER PORTFOLIOS. Plan of the City and East London areas showing the Great Eastern Railway, the North London Railway, the London, Tilbury and Southend Railway, the Metropolitan District Railway, the authorised Held by: Corporation of London Record Office: City of London Date: 1880 Reference: COL/PL/01/164/A/001

Miscellaneous

North London Railway Co, MSS rel to land purchases.

Held by: Camden Local Studies and Archives Centre. Date: 1830 1849

North London Railway Co, Bow Works Collection: drawings of locomotives and components Held by: Search Engine (**National Railway Museum**) Date: 1873 - 1936 Reference: 2006-7239

The Laurie Ward collection of London railway photographs. The collection is composed of albums of prints and postcards featuring views of locomotives, carriages, wagons, stations and locations mostly on the North London

Railway.

Held by: Search Engine (National Railway Museum) Date: 1850 – 1955 Reference: The Laurie Ward Collection

Bow Locomotive Works photographic collection. This collection covers only the period when the North London Railway owned the works. It includes fine photographs of engines and rolling stock under construction and on completion, views of Admin history: Bow Locomotive Works was established by the North London Railway in 1853. The site was initially a carriage and wagon

workshop but in 1863 the first locomotive was completed at the works, and from...

Held by: Search Engine (National Railway Museum) Date: 1890 Reference: The Bow Locomotive Works Collection

GAS LIGHT AND COKE COMPANY. BECKTON WORKS. ESTATE & PROPERTY. TECHNICAL DRAWINGS. Series of numbered contract drawings (originally in stitched volume). Contract drawing no.36. Details of gas tube for bridge over North

London Railway (Poplar). Also x2 copies (W212, 70018). Second copy within loose bound "Working drawings 1969" book.

Held by: National Gas Archive, Date: 1869 Reference: NT:GAL/BEC/E/T/1/36

LUCY ETHELDRED BROADWOOD (1858-1929), FOLK SONG COLLECTOR, OF CAPEL AND LONDON: CORRESPONDENCE AND PAPERS.... PAPERS RELATING TO FOLKLORE AND COLLECTION OF FOLK SONGS. Trial and execution at the Old Bailey of Franz Muller for the murder of Mr Briggs on the North London Railway; Illustrated broadsheet printed by WS Fortey at the Catnach Press, Monmouth Court, Seven

Held by: Surrey History Centre Date: 1864 Reference: 2185/LEB/2/114

MISCELLANEOUS PERSONAL PAPERS. Conveyance re land in Stock St., Bromley St. Leonards, 1854. Conveyance; 1. The North London Railway Company; 2. Alfred Smallman of Catharine St., Bromley, joiner 3. Henry Smallman of the Orchard House, Blackwall, licensed victualler. Held by: **Tower Hamlets Local History Library and Archives** Date: 9 May 1854 Reference: P/MIS/130

Pratt Manuscripts. TITLE DEEDS. OUT COUNTY - TITLE DEEDS. Jeffreys whole estate. Camden Town, Middlesex. Original bundle. Nos. 15 and 16, Priory Street. Admin history: Purchased from the North London Railway Company

Held by: Kent History and Library Centre Date: 1875 Reference: U840/T198

Settlement. Additional Manuscripts, catalogue 38. Records of Frank Montague Pepper of Amberley and Dr. Frank R. Pepper of Pulborough.... Papers of Frank Montague Pepper. Between (a) Forence Maria Pepper, wife of Frank Montague Pepper of Amberley Quarries, and (b) Thomas Sydney Parry of Chislehurst, co. Kent, and David Edgar Parry of the North London Railway.

Held by: West Sussex Record Office Date: 22 Sep 1910 Reference: Add Mss 38,518

Great Northern Railway (No. 1), plans and sections, November 1871. WEST RIDING QUARTER SESSIONS. ENROLMENT, REGISTRATION AND DEPOSIT. Public Undertakings. DEPOSITED PLANS. Deposited Plans.) railways near London (junction with north London railway) Engineer, John Fraser, Richard Johnson Scale, (i), (iv) plans, 1 inch to 3 chains, (i) cross-sections, horizontal scale, 1 inch to 5 chains.

Held by: West Yorkshire Archive Service, Wakefield Date: 30 Nov 1871 Reference: QE20/1/1871/5

Unless otherwise stated, compiled by Peter Bloomfield, with help from Chris Heather of The National Archives

Locomotives - Disposal of Pre-Bow Engines

No	Date	Disposal		LSC	Min
Date					and
Date 1	1869	Sold to Mr Fletcher Jennings & Co for £285		9/69	
1	100)	Could this be the second hand engine sold by Fletch	ner		745/3
		Jennings to Whitehaven Cleator and Egemont Raily		WCE	
		December 1870?	vay III		2/70)
2	1869	Sold to Mr Parkinson of Bolton for £1100		836-1	
3	1869	On replacement?			1,00
4	1864 or 1870	1	en		
		replaced in 1870? Probably the latter.			
5	1869	Sold to Mr Parkinson of Bolton		836-1	11/69
6	1868 - 70	Repaired and advertised for sale		398-2	2/68
7	1871	On replacement?			
8	1871	On replacement?			
9	1868	Broken up on replacement		545-1	11/68
10	1869	Sold to Mr V Barton for £350	28 Sep	69	
11	1865	Could this have been sold to the Varna Railway as N	-		
		was mentioned having been			
		sold		Min 2	266
		and broken up	Min 2	75	
	at the	same LSC meeting	July 18	867	
12	1867	See No 11. Probably broken up			
13	1865	To be broken up for spares and replaced		14-6/	65
14	1869	Sold to Wm Horsley Jnr for £330		28 Se	p 69
15	?	Scrapped (?) as No 15A			
16	1870				
17	1870	Sold to Messrs Bowes & Co		1123	-1/71
18	1871				
19	1871	Repaired and to be advertised		398-2	
20	1869	Sold to Mr Parkinson of Bolton		836-1	11/69
21	1871	Sold to Wm Horsley & Co who sold on to W Wood	S		
		& Co proprietors of the Brunton & Shields Rly			
22	1868	Broken up		559-1	
23	1871 or 1873	Used as a stationary engine at Bow			-11/73
24	1869	Sold to Mr Parkinson of Bolton for £1100		836-	11/69
25	1869	Sold to Clifton Colliery and called Fred			
26	1060	C 114 M M D 4 C 6700		544 1	11/60
27	1868	Sold to Mr V I Barton for £700		544-1	11/68
28					
29					
30					
31} 32}		}			
32 _} 33 _}	1861	Bought from LNWR 1859/60 and			
33} 34}	1001	returned to the LNWR Sep 1861			
34 _} 35}		}			
36}		} }			
305		,			

		Locomotives - Disposal of	Pre-Bow Engines
37		Renumbered 29 then 29A, scrapped by BR	
30	1881	As No 101 sold to Messrs. Cunningham, Shaw & Co, for	4520-10/81
		£750 and ended up on the St Lawrence & Ottawa	
		Railway in Canada	
31	1882	As No 102 sold to Mr H W Lewis	4867-10/82
32	1883	As No 103 sold to Mr H W Lewis	5295-12/83
33	1886	As No 104 sold to Girvan & Portpatrick Junction Rly	6192-6/86
34	1882	As No 105 sold to Mr H W Lewis	4867-10/82
35	1880	As-No 35A. Sold to Ryde, Newport & Cowes Rly 4025-	4/80
		for £750	
36	1886	As No 107 sold to Girvan & Portpatrick Junction Rly	6192-6/86
37	1886	As No 108 sold to Girvan & Portpatrick Junction Rly	6192-6/86
38	1873	Sold to Mr Grice of Cwmbran (Manager of the Patent Nut	
		& Bolt Co) for £1100	1867-10/73
39	1872	Sold to Mr H Williams for £1200	1674-2/73
40	1873	Sold to Messrs Hendry & Co for £1100 (Aberdare	
		Rhondda Co?)	1782-6/73
41	1872	Sold to Mr H Johnson of Wigan for £1000 (Stafford &	
		Uttoxeter?)	1595-10/72
42	1873	Sold to Mr McConnachie (Whitehaven Colliery Co?)	2123-10/74

Sources other than Locomotive & Stores Committee Minutes:

Bates, J R, *North London Railway Locomotive Sales*, The Industrial Locomotive, No 18, 1980, pages 94-5 and No 19, 1980, page 116.

Robbins, R M, The North London Railway, Oakwood Press, 6th Edition, 1967, pages 19-23.

Spencer, P, *North London Railway No 101*, Industrial Railway Record No 163, December 2000, pages 417/8.

DRAFT

Acts of Parliament General Notes

Introduction

These notes are in amplification of the following sections containing details of the acts of the Hampstead Junction Railway (HJR), North London Railway (NLR) and North & South Western Junction Railway (NSWJR). For each of these railways there is also a section dealing with acts of other railways that have some relevance.

The words immediately after the section numbers are the marginal notes and are normally as given in the printed act. They give a brief description of the subject of the relevant section. Words in [..] are the compiler's and very briefly expand upon the marginal notes.

The Midland Railway is abbreviated to MidR, instead of the usual MR, to prevent it being mistaken for Metropolitan Railway (MetR). 'Mid' and 'Met' have also been used in abbreviations of other railways which have Midland or Metropolitan in their names.

The sections were compiled by Peter Bloomfield, using the Index to Local and Personal Acts (1801-1947), HMSO, 1949, as a base-line, with David Hanson providing encouragement, help and suggestions. Terry Silcock, Librarian of the Railway Correspondence and Travel Society, gave valuable help in providing details of "other" railway acts, giving a solid foundation on which to start. If anyone does come across such acts it would be appreciated if they would send details to Peter Bloomfield (peterbloomfield1931@yahoo.co.uk), it is better to have details of an act twice than not at all.

Acts in General

Very basically, the difference between public/general and private/local acts is: public acts are introduced by a member of either House of Parliament; and private acts are a petition to Parliament from someone outside.¹

Public acts are "the law of the land." From a legal point of view private acts are treated differently: "while it is an instrument having legal effect by authority of Parliament, it needs to be brought before a court of law, as does a private document, before it can be recognised." In some cases, local acts (e.g., East & West India Docks and Birmingham Junction Railway (EWIDBJR) incorporation act of 1846) have a clause inserted for them to be deemed a public act.

Public acts have their chapter numbers in arabic numerals whilst the chapters for private and local acts have roman numerals. As we all know so well, Parliament seldom practises what it preaches. For example, in early railway acts affecting Camden Town, reference is often made to the "Camden Town Improvement Act" of 1822: marginal notes show 3G4 cap. 82, yet it is a local act; the act itself shows 3G4 cap. lxxxii.

Section numbering changed from roman numerals to arabic numerals in 1861, or so that it would appear. The sections of The North London Railway (Additional Capital) Act, 1860, had roman numerals whereas the sections of NLR's next act, The North London Railway (Widening) Act, 1861, had arabic numerals.

UK Statute Law Database

This can be found at http://www.statutelaw.gov.uk/ for public and general acts but it is heavy going.

Office of Public Sector Information (OPSI)

Bond, Maurice F., Guide to The Records of Parliament, HMSO, 1971, page 70.

² Bond, op.cit., page 98.

Assent and give details of subsequent changes. In the lists of railway acts, the changes are shown under the heading of the appropriate act preceded by "Subsequent changes." As an example, on the OPSI web site the original act of incorporation of the EWIDBJR is shown as:

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1846 (9&10 Vict.).
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c.cccxcvi East and West India Docks and Birmingham Junction Railway.
s. 77 excl. - London Docklands Rly. 1985 (c.vi), s.6.
s. 87 r. - North London Rly. 1871 (c.xii), s.22.
[excl. = exclude, excluded; r. = repealed; s. = section.]
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The main listing of acts seems accurate. Subsequent changes do contain a few errors and should be checked before quoting. For example, the OPSI lists show:

- a. s.23 of the NSWJR Act, 1871 (34&35 Vict. cap. cxcii) being repealed in part and substituted by s.9 of the LNWR (New Works and Additional Powers) Act of 1873 (36&37 Vict. cap. cci). There is no s.23 to the NSWJR Act. However, ss.4, 17 and 18 of the LNWR Act expand/amend powers of the Joint Committee on matters of lands mentioned in the NSWJR Act. s.9 of the LNWR Act amended s.23 of the LNWR (Additional Powers) Act, 1871 and deals with lands in the East End of London.
- a. The North Wales Mineral Railway Extension Act, 1845 (8&9 Vict. cap. cxv) being saved in part by s.52 of EWIDBJR Act of 1846 (9&10 Vict. cap. cccxcvi): s.52 of the EWIDBJR Act deals with "saving rights of the Eastern Counties Railway Company." How on earth did an East End of London railway become connected with mineral railway in North Wales anyway?

General Acts

In most cases, acts concerning railways incorporate various regulating acts or include a requirement for compliance with such acts, some of which are listed below:

1&2 Vict. c. 98 3&4 Vict. c. 97	An Act to provide for the Conveyance of Mails by Railways, 1838. An Act for Regulating Railways, 1840.
5&6 Vict. c. 55	An Act for the better Regulation of Railways and for the Conveyance of Troops, 1842.
7&8 Vict. c. 85	An Act to attach certain Conditions to the Construction of future Railways authorised or to be
	authorised by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways, 1844.
8&9 Vict. c. 16	The Companys Clauses Consolidation Act, 1845.
8&9 Vict. c. 18	The Lands Clauses Consolidation Act, 1845. \} See * below
8&9 Vict. c. 20	The Railways Clauses Consolidation Act, 1845.
9&10 Vict. c. 57	An Act for regulating the Gauge of Railways, 1846.
9&10 Vict. c. 105	An Act for constituting Commissioners of Railways, 1846.
14&15 Vict. c. 64	An Act to repeal the Act for constituting Commissioners of Railways, 1857.
23&24 Vict. c. 106	The Lands Clauses Consolidation Acts Amendment Act, 1860.
26&27 Vict. c. 92	The Railways Consolidation Act, 1863.
26&27 Vict. c. 118	The Companys Clauses Act, 1863.

^{*}These acts did not apply to Scotland. 8&9 Vict. c. 17 and 8&9 Vict. c. 19 are the Scottish equivalent of the first two but 8&9 Vict. c. 21 was not the Scottish equivalent for Railways.

Hampstead Junction Railway

Own Acts

- 1. Hampstead Junction Railway Act, 1853: 20 August 1853 (16&17 Vict. cap. ccxxii).
- 2. Hampstead Junction Railway (Extension of Time) Act, 1856: 23 June 1856 (19&20 Vict. cap. lii).
- 3. Hampstead Junction Railway Amendment Act, 1859: 21 July 1859 (22&23 Vict. cap. xiii).

Other Railways' Acts

London and North Western Railway

London and North-western Railway (Additional Powers) Act, 1863: 28 July 1863 (26&27 Vict. cap. ccxvii)

Metropolitan and Saint John's Wood Railway Act, 1864: 29 July 1864 (27&28 Vict. cap. ccciii).

Midland Railway

North London Railway

Own Acts

- 1. East and West India Docks and Birmingham Railway Act, 1846: 26 August 1846 (9&10 Vict, cap. cccxcvi).
- 2. East and West India Docks and Birmingham Railway Branches and Amendment Act, 1850: 15 July 1850 (13&14 Vict. cap. xxxvi).
- 3. North London Railway Act, 1853: 8 July 1853 (16&17 Vict. chapter xcvii).
- 4. North London Railway (Cattle Market Station) Act, 1854: 3 July 1854 (17&18 Vict. cap. lxxx).
- 5. North London Railway (Additional Capital) Act, 1860: 15 May 1860 (23&24 Vict. cap. xiv).
- 6. North London Railway (Widening) Act, 1861: 11 July 1861 (24&25 Vict. cap. cxxxii).
- 7. North London Railway (City Branch) Act, 1861: 22 July 1861 (24&25 Vict. cap. exevi).
- 8. North London Railway (Additional Powers), 1864: 25 July 1864 (27&28 Vict. cap. ccxlvi).
- 9. North London Railway Act, 1865: 2 June 1865 (28 Vict. cap. lxxii).
- 10. North London Railway Act, 1867: 17 June 1867 (30&31 Vict. cap. lxxviii).
- 11. North London Railway Act, 1868: 29 May 1868 (31&32 Vict. cap. iv).
- 12. North London Railway Act, 1871: 25 May 1871 (34&35 Vict. cap. xii).
- 13. North London Railway Act, 1874: 30 June 1874 (37&38 Vict. cap. lxxv).
- 14. North London Railway Act, 1883: 18 June 1883 (46 Vict. cap. xxv).
- 15. North London Railway Act, 1885: 31 July 1885 (48&49 Vict. cap. cxliv).
- 16. North London Railway Act, 1897: 6 August 1897 (60&61 Vict. cap. exc).

Other Railways' Acts

Board of Trade

Railway Rates and Charges, No 16 (North London Railway) Order Confirmation Act, 1892

Columbia Market Railways (see North London Railway Act, 1885)

Columbia Market Act. 1885.

Columbia Market (Extension of Time) Act, 1888.

Columbia Market Railways (Abandonment) Act, 1890.

Great Northern Railway

Great Northern Railway Act, 1859. [Cattle Station.]

Great Northern Railway Act, 1861. [Amends 1859 act.]

Great Northern Railway (Various Powers) Act, 1872. [Canonbury Curve.]

Great Northern Railway (Further Powers) Act, 1874. [NLR bridge over GNR.]

Great Northern Railway Act, 1894. [Canonbury Curve.]

London and North Western Railway

Midland Railway

North and South Western Junction Railway

Own Acts

- 1. North and South-Western Junction Railway Act, 1851: 24 July 1851 (14&15 Vict. cap. c.)
- 2. North and South-Western Junction Railway Act, 1853: 28 June 1853 (16&17 Vict. cap. lxix).
- 3. North and South-Western Junction Railway Act, 1854: 10 July 1854 (17&18 Vict. cap.cxli).
- 4. North and South-Western Junction Railway Act, 1864: 23 June 1864 (27&28 Vict. cap.cxiii).
- 5. North and South-Western Junction Railway Act, 1868: 25 June 1868 (31&32 Vict. cap.l).
- 6. North and South-Western Junction Railway Act, 1871: 14 August 1871 (34&35 Vict. cap. cxcii).

Other Railways' Acts

Board of Trade

Railway Rates and Charges, No 5 (East London Railway, &c.), Order Confirmation Act, 1892. ['&c.' includes NSWJR.]

Latimer Road and Acton Railway

Latimer Road and Acton Railway Act, 1882. [Incorporation and bridge over NSWJR.]

Latimer Road and Acton Railway Acts, 1885, 1888, 1891, 1893, 1895. [Extensions of time.]

Latimer Road and Acton Railway Act, 1900. [Abandonment and removal of bridge over NSWJR.]

London and North Western Railway

London and South Western Railway

Metropolitan District Railway [South Acton shuttle for a start, which required seven acts!]

Midland and South Western Junction Railway

Midland and South Western Junction Railway Act, 1864. [From MidR at Hendon to NSWJR at Acton.] Not be confused with the later Mid&SWJR which ran from Cheltenham, via Swindon, to Andover.

Midland Railway

Midland Railway (Additional Powers) Act, 1874. [Vesting MidSWJR in MidR.]

Parliament - Acts - HJR - 1. Own Acts

Acts of Parliament Hampstead Junction Railway

Contents Page

- 1. The Hampstead Junction Railway Act, 1853: 20 August 1853 (16&17 Vict. cap. ccxxii). 2-4 To make a railway from LNWR at Willesden to NLR at Camden, with a branch at Willesden to NSWJR
- 2. The Hampstead Junction Railway (Extension of Time) Act, 1856: 23 June 1856 (19&20 5 Vict. cap. lii)

 To extend the time for the completion of works.
- 3. The Hampstead Junction Railway Amendment Act, 1859: 21 July 1859 (22&23 Vict. 6 cap. xiii).

 To extend the time for the completion of works; authorise deviation of railway; raise additional capital.

Note

s.32 LNWR (Additional Powers) Act, 1863 (26&27 Vict. cap. ccxvii) authorised the vesting of HJR into LNWR.

Parliament – Acts – HJR – 1. Own Acts

1. The Hampstead Junction Railway Act, 1853: 20 August 1853 (16&17 Vict. cap. ccxxii (222)).

An Act for making a Railway from the *London and North Western* Railway, at *Willesden* to the *North London* Railway, with a Branch to the *North and South Western Junction* Railway, to be called "The *Hampstead Junction* Railway;" and for other Purposes.

Subsequent changes

- s. 17 amended by s. 6, HJR Amendment Act, 1859. [Deviation to authorised railway.]
- s. 49 amended by s. 2, HJR (Extension of Time) Act, 1856 and s. 1, HJR Amendment Act, 1859. [Extensions of time to complete railway.]

Sections

- I. Short title. [The Hampstead Junction Railway Act, 1853.]
- II. 8&9 Vict.cc.16, 18 & 20 incorporated with this Act. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845.]
- III. Subscribers incorporated. [Incorporation of the company as The Hampstead Junction Railway Company.]
- IV. Capital. [£250,000; 25,000 shares of £10 each.]
- V. Calls. [Amount not exceeding £2/10/=d, three-quarters of total cost in any one year and three months between successive calls.]
- VI. Interest not to be paid on calls paid up.
- VII. Deposits for future bills not to be paid out of the Company's capital.
- VIII. Power to borrow money on mortgage. [Maximum £83,333.]
- IX. Power for the London and North-western Railway Company to subscribe and hold shares. [Maximum £150,000.]
- X. As to votes of London and North-western Railway Company.
- XI. First and other meetings. [First within 3 months from 20 August 1853.]
- XII. Number and Qualification of Directors. [Five and owning 50 shares each.]
- XIII. Directors. [First directors: Henry Tootal, Richard Creed, Alexander Beattie, Timothy Rhodes Cobb and Jonathan Samuel Browning.]
- XIV. Quorum. [Three directors.]
- XV. Newspaper for advertisements. [Any London newspaper.]
- XVI. Power to make railway and branch railway according to deposited plans.
- XVII. Railway, branch railway, and works. [1. Railway: *from* junction with main line of LNWR at or near Willesden Station; *to* junction with NLR near to where it crosses the road from Camden Town to Highgate called "Kentish Town Road". (Deviation to this authorised by s. 6 of HJR Amendment Act, 1859.)
 - 2. Branch railway: *from* junction at Willesden at or near four mile mile post on south side of Harrow Road; *to* junction in Acton with NSWJR about 120 yards southward of bridge over Grand Junction Canal.]
- XVIII. A certain road may be crossed on the level. [No. 9 on the deposited plans in the parishes of Willesden and Acton.]

Parliament - Acts - HJR - 1. Own Acts

1. The Hampstead Junction Railway Act, 1853 (continued page 2 of 3)

XIX. Company to erect a station or lodge at point of crossing, and abide by rules, &c, of Board of Trade.

XX. Board of Trade may require a bridge to be erected in lieu of level crossing.

XXI. As to communications with the London and North-western Railway. [Track work to be to the satisfaction of the Engineer of the LNWR.]

XXII. As to expense, &c, of communications with the London and North-western Railway Company. [All works to be paid by Company and to satisfaction of Engineer of LNWR.]

XXIII. Saving rights of the London and North-western Railway Company.

XXIV. As to junction with North London Railway. [Works to be to satisfaction of Engineer of NLR.]

XXV. Expense of such junction to be paid by the Company.

XXVI. Company not to take land of the North London Railway Company without consent.

XXVII. Saving rights of the North London Railway Company.

XXVIII. Saving rights of Commissioners of Sewers.

XXIX. The open well in Conduit Field, Hampstead, if interfered with, to be made good by Company.

XXX. Works to be done to satisfaction of Engineer appointed by Guardians of Poor, &c.

XXXI. Penalty for default. [Forfeit £5 per day and £5 in aid of rates for the relief of the poor.]

XXXII. As to construction of railway through estate of H. Davidson, Esq. [Tunnel under Roslyn (sic) Estate.]

XXXIII. H. Davidson to be at liberty to erect buildings over tunnel, and no shaft to be made without his consent.

XXXIV. Company to make compensation for all damage done to the estate by works of railway.

XXXV. Saving rights of Grand Junction Canal Company.

XXXVI. Directing the mode of constructing bridge over the Grand Junction Canal. [Over waterway 10 feet clearance above top-water level and minimum span 21 feet; over towpath 8 feet clearance and span 9 feet.]

XXXVII. In case of obstruction to the Grand Junction Canal.

XXXVIII. For diversion of and regulating the crossing under the Harrow Road. [No. 13 on the deposited plans for the parish of Willesden. Diversion and bridge to be completed within two years from 20 August 1853.]

XXXIX. Regulating the crossings over the Kilburn Road and the Kentish Town Road. [No. 43 on the deposited plans for the parish of Willesden, No. 1 for the parish of St John, Hampstead and No. 165 for the parish of St Pancras.]

XL. Regulating the crossings under the Marylebone and Finchley Road and the Hampstead Road. [Nos. 28 and 47 on the deposited plans for the parish of St John, Hampstead.]

XLI. Half of the roads only to be interfered with at once.

Parliament - Acts - HJR - 1. Own Acts

- 1. The Hampstead Junction Railway Act, 1853 (continued page 3 of 3)
- XLII. Works connected with crossings to be completed within six months from the commencement.
- XLIII. General Surveyor may require temporary roads to be substituted.
- XLIV. Alterations may be made in the works with consent of the Commissioners of Metropolis Roads.
- XLV. All works connected with the Metropolis roads to be constructed under the Super-intendence of the General Surveyor of the Commissioners.
- XLVI. If the Company fail to keep works in repair, the Metropolis Roads Commissioners may repair the same after three days notice. [Costs to be paid by Company.]
- XLVII. Lands for extraordinary purposes. [Maximum 50 acres.]
- XLVIII. As to compulsory purchase of lands. [Three years from 20 August 1853.]
- XLIX. Period for completion of works. [Five years from 20 August 1853. Extended by s.2 of the HJR (Extension of Time) Act, 1856, for three years from 23 June 1856; with a further extension by s. 1 of the HJR Amendment Act, 1859, for one year from 21 July 1859.]
- L. As to construction of railway through church lands of the parish of St Pancras. [No. 21 on the deposited plans for the parish of St Pancras.]
- LI. Company not to take the lands of H. Aglionby Aglionby, Esq. [Without his written consent; no. 17 on the deposited plans for the parish of St John, Hampstead.]
- LII. A certain garden in the parish of St Pancras not to be interfered with except by consent of G. and J.C.W. Lever. [No. 166 on the deposited plans for the parish of St Pancras.]
- LIII. Money deposited in Bank of England to remain there until railway opened, or certain proofs given. [£18750 one-tenth of three-quarters of estimated cost.]
- LIV. Tolls.

On goods and merchandise. On passengers and cattle.

- LV. Maximum charges.
- LVI. Regulations as to the tolls.
- LVII. Tolls for small parcels and articles of great weight.
- LVIII. Passengers luggage. [1st class 150lbs, 2nd class 100lbs, 3rd class 60lbs, without charge.]
- LIX. Restrictions as to charges not to apply to special trains.
- LX. Company may take increased charges by agreement.
- LXI. Companies empowered to enter into working arrangements. [LNWR Company.]
- LXII. Provision as to future general railway acts.
- LXIII. Railway to be subject to provisions of 1&2 Vict. c. 98, 3&4 Vict. c. 97, 5&6 Vict. c. 55, 7&8 Vict. c. 85, 9&10 Vict. c. 57, and 14&15 Vict. c. 64. [See Parliament -Acts General.]
- 2. The Hampstead Junction Railway (Extension of Time) Act, 1856: 23 June 1856 (19&20)

Parliament – Acts – HJR – 1. Own Acts

Vict. cap., lii (52)).

An Act for extending the Time for the Completion of the Works authorized by "The *Hampstead Junction* Railway Act, 1853."

Subsequent changes

s. 2 amended by s. 1, HJR Amendment Act, 1859. [Further extension of one year to complete railway.]

Sections

- I. Short Title. [The Hampstead Junction Railway (Extension of Time) Act, 1856.]
- II. Period for completion of works. [Three years from 23 June 1856. This was further extended by s.1 of the HJR Amendment Act, 1859 for one year from 21 July 1859.]
- III. Contracts not to be prejudiced. [Contracts entered into remain in force.]
- IV. Deposits for future bills not to be paid out of Company's capital.
- V. Railway not exempt from provisions of present and future general acts.
- VI. Expenses of act. [To be paid by Company.]

Parliament – Acts – HJR – 1. Own Acts

3. The Hampstead Junction Railway Amendment Act, 1859: 21 July 1859 (22&23 Vict. cap. xiii (13)).

An Act to extend the Time for making the *Hampstead Junction* Railway, to authorise certain Deviations in the Line thereof; and for other Purposes.

Whereas by the "Hampstead Junction Railway Act, 1853," ... and whereas the said Company require more money to complete their undertaking...

Sections

- I. Period for completion of works extended. [One year from 21 July 1859; six months from 21 July 1859 tunnel under Rosslyn Estate belonging to Henry Davidson as Lessee of Dean and Chapter of Westminster.]
- II. Parties aggrieved by extension of time may have compensation for additional damage.
- III. 8&9 Vict. cc. 18 and 20 incorporated. [Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845.]
- IV. Power to purchase certain lands.
- V. Powers for compulsory purchases limited. [Compulsory purchases of lands within one year from 21 July 1859.]
- VI. Authorizing deviations of certain parts of Hampstead Junction Railway. [As shown in the deposited plans for the act of 1853: *from* junction with NLR, *to* field 19 in the parish of St Pancras; *and from* in or near field 59 *to* field 30 in the parish St John, Hampstead.

Also Company may abandon so much of railway authorised by HJR Act, 1853 rendered unnecessary by deviation railways.]

- VII. Contracts not to be prejudiced. [Contracts entered into remain in force.]
- VIII. Provision as to compensation to be paid for West End House Estate. [Including through raising height of road Kilburn to West End above height shown in the deposited plans for the act of 1853 where lands had been taken without authority.]
- IX. Power to raise money by creation of new shares. [Subject to shareholders' approval, an amount not exceeding £150,000.]
- X. New shares to form part of Company's capital and to be issued, &c, as Company thinks fit, but not to be preference shares.
- XI. Application of money raised by shares.
- XII. Interest not to be paid on calls paid up.
- XIII. Deposits for future bills not to be paid out of Company's capital.
- XIV. Railway not exempt from provisions of present and future general acts.
- XV. Expenses of act. [To be paid by Company.]
- XVI. Short title. [The Hampstead Junction Railway Amendment Act, 1859.]

Further reading

The reasons for the delays in opening the HJR are given in Andrew Procter's, *The Opening of the Hampstead Junction Railway*, NLR Historical Society Journal, No. 26, Autumn 1999, pages 1-6.

NORTH LONDON RAILWAY SOURCE BOOK
Parliament – Acts – HJR – 2. Other Railways

Acts of Parliament Hampstead Junction Railway Acts of Other Railways

Contents:

London and North Western Railway

Metropolitan and Saint John's Wood Railway

Midland Railway

Parliament - Acts - HJR - 2. Other Railways

London and North Western Railway

1. The London and North-western Railway (Additional Powers) Act, 1863: 28 July 1863 (26 & 27 Vict. cap. ccxvii (217)).

An Act for conferring additional Powers on the *London and North-western* Railway Company for the Construction of Works, and otherwise in relation to their own Undertaking and the Undertakings of other Companies: and for other Purposes.

... And whereas by "The Hampstead Junction Railway Act, 1853," the Hampstead Junction Railway Company, (herein-after called "the *Hampstead Junction* Company") was incorporated, with Power to make a Railway from the London and North-western Railway at Willesden to the North London Railway in the Parish of Saint Pancras, with a Branch to the North and South-western Junction Railway, in the Parish of Acton; and by the same Act (Section Nine) the Company were authorized to subscribe towards and become Shareholders in the Undertaking, and enter into Agreements with the Hampstead Junction Company with reference to the working of their Undertaking: And whereas by "the Hampstead Junction Railway (Extension of Time) Act, 1856," the Period limited by "The Hampstead Junction Railway Act, 1853," for the Completion of the Works thereby authorized, was extended: And whereas by "The Hampstead Junction Railway Amendment Act, 1859," the Time limited by "The Hampstead Junction Railway (Extension of Time) Act, 1856," for completion of the Hampstead Junction Railway was further extended, certain Deviations in the Line of the Hampstead Junction Railway were authorized, and further Powers were conferred on the Hampstead Junction Company: And whereas the Company has subscribed towards and are now the Holders of nearly all the Capital of the *Hampstead Junction* Company, and have entered into an Agreement for the working of their Undertaking: And whereas it is expedient that the Company and the Hampstead Junction Company should be empowered to enter into Agreements of the transfer to the Company of the Undertaking, Railways, Works, Property, Powers, and Privileges of the *Hampstead Junction* Company:

Section:

- 1. Short Title. [The London and North-western Railway (Additional Powers) Act, 1863.]
- 32. Power to Conway and Llanrwst and Hampstead Junction Companies, and the Company, to agree for a Transfer to the Company of their respective Undertakings. [Three-fifths of shareholders to agree.]
- 34. Transfer not to affect Third Parties.
- 35. Powers, &c. of transferring Companies, &. may be exercised [by the] Company.
- 36. As to Tolls for short Distances in respect of Railway transferred to Company.
- 2. The London and North-western Railway (New Works and Additional Powers) Act, 1867: 15 July 1867 (30&31 Vict. cap. cxliv (144)).

An Act for conferring additional Powers on the *London and North-western* Railway Company in relation to their own Undertaking and the Undertakings of other Companies; and for other Purposes.

Section:

1. Short Title. [The London and North-western Railway (New Works and Additional Powers) Act, 1867.]

Parliament - Acts - HJR - 2. Other Railways

- 67. Confirming Agreement with North London and North and South Western Junction Railway Companies. [Agreement recited in Schedule (D.).]
- 74. Company may grant and issue their own Mortgages, &c. for Mortgages of other Companies. [The Hampstead Junction Railway.]
- 76. Dissolution of Warrington and Stockport, Hampstead Junction, and Conway and Llanrwst Railway Companies. [From 15 July 1867, except for the purpose of winding up their affairs.]
- Schedule (D.). Agreement dated 17 August 1866 between LNWR (as owner of HJR), NLR and NSWJR. Confirms traffic to continue to be worked by NLR. Rates and fares to divided in accordance with RCH regulations rateably between companies according to length of line passed over. An allowance of 311/3% of mileage receipts in favour of company providing engine and rolling stock.

Parliament - Acts - HJR - 2. Other Railways

Metropolitan and Saint John's Wood Railway

1. The Metropolitan and Saint John's Wood Railway Act, 1864: 29 July 1864 (27&28 Vict. cap. ccciii (303)).

An Act to authorise the Construction of a Railway from the *Metropolitan* Railway through *Saint John's Wood* to the *Hampstead Junction* Railway.

Sections

- 1-2. [General acts incorporated and interpetation of terms.]
- 3. Subscribers incorporated. [Company: The Metropolitan and Saint John's Wood Railway Company. Undertaking: The Metropolitan and Saint John's Wood Railway.]
- 4. Capital. [£300,000; 30,000 shares of £10 each.]
- 14. First Directors. [William Lee, William Austin, Robert McKim, William Holme Twentyman.]
- 18. Describing railway. [From at or near Baker Street station of MetR; to at or near Finchley Road station of HJR.]
- 52-58. [Protection of rights and land of LNWR and HJR, with ss. 52-54 and 57 dealing with provisions for Primrose Hill tunnel of LNWR.]
- 84. Period for completion of railway. [Four years from 29 July 1864.]
- 95. Short title. [The Metropolitan and Saint John's Wood Railway Act, 1864.]
- 2. The Metropolitan and Saint John's Wood Railway (Extension to Hampstead) Act, 1865: 1865 (28&29 Vict. cap. xxxi (31)).
- 3. The Metropolitan and Saint John's Wood Railway Act, 1868: 16 July 1868 (31&32 Vict. cap. cxlix (149)).

An Act for granting further Powers to "The Metropolitan and Saint John's Wood Railway Company."

- 1. Short title. [The Metropolitan and Saint John's Wood Railway Act, 1868.]
- 5. Extending Time for Completion of Extension to Hampstead. [Authorised by MStJWR Act, 1865, extended until 21 July 1871.]
- 4. The Metropolitan and Saint John's Wood Railway (Additional Powers)Act, 1870: 1870 (33&34 Vict. cap. xlvii (47)).

Parliament – Acts – HJR – 2. Other Railways

5. The Metropolitan and Saint John's Wood Railway Act, 1873: 5 August 1873 (36&37 Vict. cap. ccxlvii (247)).

An Act to enable the Metropolitan and Saint John's Wood Railway Company to construct railways to join the Hampstead Junction Railway and the Midland Railway, with a branch to Willesden, and to confer certain other powers upon the Company and upon the London and North-western, the Midland, and the Metropolitan Railway Companies; and for other purposes.

Sections:

1. Short title. [The Metropolitan and Saint John's Wood Railway Act, 1873.]

near bridge that carries HJR over Edgware Road.

- 4. Power to make railways and works and to acquire lands. [Three railways: No.1. 1 mile 1½ chains: *from* junction of railway at point adjoining and to westward of Finchley New Road, about 50 yards northward of North Star Inn; *to* junction with HJR at or
 - No.2. 1 furlong 7½ chains: *from* then existing termination of railway at point adjoining and to westward of Finchley New Road, about 100 yards northward of North Star Inn; to junction with MidR about 7 chains west of where MidR passes under Finchley New Road.
 - No.3. 3 miles 7 furlongs 1½ chains: *from* a point adjoining and *to* westward of Finchley New Road, about 100 yards northward of North Star Inn; to a field abutting River Brent towards Neasden.]
- 9. Time for completion of railways, &c., limited. [Five years from 5 August 1873.]
- 48. Mode of effecting junction with Hampstead Junction Railway. [Within limits of deviation shown on deposited plans and approved in writing by principal engineer of LNWR.]
- 49. As to carrying railway No.3 over Hampstead Junction Railway. [Girder bridge; two spans not less than 25 feet each, separated by pier or row of iron columns; southern span to be over HJR, northern span to enable LNWR to lay two additional lines of rails; clear headway 14 feet 6 inches above rail level; to be approved in writing by principal engineer of LNWR; and not to interfere with traffic on HJR.]
- 50. Maintenance of these works. [By MetStJWR.]
- 51. Restricting interference with lands of London and North-western Company.
- 52. To acquire easements only in lands of London and North-western Company.

Parliament - Acts - HJR - 2. Other Railways

3. The Midland Railway

The Midland Railway (Extension to London) Act, 1863: 22nd June 1863 (26&27 Vict. cap. lxxiv (74)).

An act for the construction by the Midland Railway Company, of a new line of railway between London and Bedford, with branches therefrom; and for other purposes.

Section

- 1. Short title. [The Midland Railway (Extension to London) Act, 1863.]
- 9. Power to make railway authorized by this act according to deposited plans. [From north side of Euston Road to the east of Skinner Street in St Pancras; to a junction with the MR in Bedford: together with branches to St Alban's branch of LNWR and to the Hertford, Luton and Dunstable branch of GNR.]
- 12. Powers for compulsory purchases limited. [Three years from 22 June 1863.]
- 13. Period for completion of railways. [Five years from 22 June 1863.]
- 18. As to execution of works of railway under North London Railway. [Where it passes under NLR, works to be executed under the superintendence of to the reasonable satisfaction of the Engineer of NLR, with no interference with free, uninterrupted and safe running of NLR. Provision also to be made for the intended widening of NLR.]
- 19. Plans, &c, for works affecting North London Railway. [Plans for arches works, &c, to be submitted to Engineer of NLR and to be reasonably approved by him in writing, before any work is started.]
- 20. Maintenance of those works. [MR at all times to maintain arches and works in substantial repair and good order to the reasonable satisfaction of the Engineer of NLR.]
- 21. Restricting interference with lands of North London Railway Company.
- 22. Traffic on North London Railway not to be interfered with.
- 23. Company to acquire only easements in land of North London Railway Company.
- 24. As to execution of works for railway under Hampstead Junction Railway. [Where it passes under or over HJR, works to be executed under the superintendence of to the reasonable satisfaction of the Engineer of HJR, with no interference with free, uninterrupted and safe running of HJR. In both cases a clear width of fifty feet and, where it passes over HJR, clear headway from rail level of fourteen feet six inches.]
- 25. Maintenance of those works. [MR at all times to maintain arches and works in substantial repair and good order to the reasonable satisfaction of the Engineer of HJR.]
- 26. Restricting interference with the land of the Hampstead Junction Railway Company.
- 27. Company to acquire only easements in land of Hampstead Junction Railway Company.

Parliament - Acts - North London Railway - 1. Own Acts

Acts of Parliament North London Railway

(including the two East and West India Docks and Birmingham Junction Railway acts)

Contents: Page

- 1. The East and West India Docks and Birmingham Junction Railway Act, 1846: 26 3-7 August 1846 (9&10 Vict. cap. cccxcvi).
 - To make a railway from near the Blackwall Basin of the West India Docks to at or near Camden Town Station of the LBrumR.
- 2. The East and West India Docks and Birmingham Junction Railway Branches and 8-9 Amendment Act, 1850: 15 July 1850 (13&14 Vict. cap. xxxvi).

 To make branches with Eastern Counties Railway and LBlkR.
- 3. The North London Railway Act, 1853: 8 July 1853 (16&17 Vict. cap. xcvii). 10-11 To change the name to North London Railway.
- 4. The North London Railway (Cattle Market Station) Act, 1854: 3 July 1854 (17&18 Vict. 12 cap. lxxx)
 - To construct a station or depôt near to the new Metropolitan Cattle Market.
- 5. The North London Railway (Additional Capital) Act, 1860: 15 May 1860 (23 Vict. cap. 13-14 xiv).
 - To raise additional capital [£150,000] and widening from junction with HJR to west side of York Road/Maiden Lane.
- 6. The North London Railway (Widening) Act, 1861: 11 July 1861 (24&25 Vict. cap. 15-16 cxxxii).
 - To widen the line from west side York Road/Maiden Lane to Kingsland Station.
- 7. The North London Railway (City Branch) Act, 1861: 22 July 1861 (24&25 Vict. cap. 17-20 cxcvi).
 - To build the City branch from Liverpool Street to Kingsland.
- 8. The North London Railway (Additional Powers), 1864: 25 July 1864 (27&28 Vict. cap. 21-23 ccxlvi).
 - To construct new dock at Poplar and widen bridge over LBlkR.
- 9. The North London Railway Act, 1865: 2 June 1865 (28Vict. cap. lxxii). 24-26 To widen railway from the north side of Devon's Lane/Road, Bromley, to south side of High Street, Poplar, and to widen enlarge and improve certain bridges in Islington and St. Pancras. Enlargement and improvement to Highbury station.

NORTH LONDON RAILWAY SOURCE BOOK
Parliament – Acts – North London Railway – 1. Own Acts

Cont	ents (continued):	Page
10.	The North London Railway Act, 1867: 17 June 1867 (30 Vict. cap. lxxviii (78)). Widening, improving Camden Town station and remove the same to a more convenient site, improve certain bridges carrying railway over roads, lay sidings under Devon's Lane, branch railway at Bow to LTSR at Bromley.	27-29
11.	The North London Railway Act, 1868: 29 May 1868 (31 Vict. cap. iv (4)). Widening of bridges over Camden Road, Great College Street and Priory Mews. Reconstruction of Newington Road [Canonbury] station.	30
12.	The North London Railway Act, 1871: 25 May 1871 (34 Vict. cap. xii (12)) Extensions of time for completion of works at Poplar and bridge over LBlkR authorised by NLR Acts of 1864 and 1865; improvements to new station at Highbury.	31-32
13.	North London Railway Act, 1874: 30 June 1874 (37 & 38 Vict. cap. lxxv (75)). Extension of time for completion of new dock at Poplar; widening of bridges in East London.	33
14.	North London Railway Act, 1883: 18 June 1883 (46 Vict. cap. xxv (25)). Additional lands in the parish of St Leonard Bromley.	34-35
15.	North London Railway Act, 1885: 31 July 1885 (48 & 9 Vict. cap. cxliv (144)). Columbia Market Sidings.	36-37
16.	North London Railway Act, 1897: 6 August 1897 (60 & 61 Vict. cap. exc (190)). Widen the approach or entrance to Poplar Dock and make other improvements to the docks.	38

Parliament - Acts - North London Railway - 1. Own Acts

1. The East and West India Docks and Birmingham Junction Railway Act, 1846: 26 August 1846 (9&10 Vict. cap. cccxcvi (396)).

An Act for making a railway from the *East* and *West India* Docks to join the *London and Birmingham* Railway at *Camden Town* station, to be called "*The East and West India Docks and Birmingham Junction* Railway."

Subsequent changes:

- s. 77 excluded by London Docklands Railway Act, 1985 (c. vi), s. 6.
- s. 87 repealed by North London Railway Act, 1871 (c. xii), s. 22.

Sections:

 8&9 Vict.cc.16, 18 & 20 incorporated with this Act. [Companies Clauses Consolidation
Act, 1845, Land Clauses Consolidation Act, 1845 and Railways Clauses Consolidation
Act, 1845.]

- II. Short title. [The East and West India Docks and Birmingham Junction Railway Act, 1846.]
- III. Subscribers incorporated. [Incorporation of Company as "The East and West India Docks and Birmingham Junction Railway Company".]
- IV. Capital. [£600,000.]
- V. Number and amount of shares. [12,000 at £50 each.]
- VI. Calls. [£5 maximum, maximum three-fifths in any one year and minimum two months between successive calls.]
- VII. Interest to be paid on calls till railway completed. [4% per annum.]
- VIII. Power to borrow money on mortgage. [£200,000.]
- IX. Mortgagees may enforce payment of arrears by appointment of a receiver.
- X. Meetings to be held in London.
- XI. Number and qualification of directors. [14, each to hold 20 shares in their own right.]
- XII. Power to vary the number of directors. [6 18.]
- XIII. First directors. [Alexander Beattie, Thomas Seddon Kelsall, John Lambert, William Henri Thomas, George Reid, John Scott, Robert Cotesworth, Pascoe St Leger Grenfell, Thomas Young, Colonel the Hon. George Anson MP, Ross Donnelly Mangles MP, Patrick Maxwell Stuart MP, John Lewis Prevost.]
- XIV. Quorum of directors. [3.]
- XV. Remuneration of directors and auditors. [Fixed by a general meeting of the Company.]
- XVI. Committees of directors auditors. [3 6, quorum two-thirds members.]
- XVII. Resident director. [Board of directors may appoint as required.]
- XVIII. Newspapers for insertion of advertisements. [At least one daily newspaper published in the City of London.]
- XIX. Railway to be made according to deposited plans. [Construction powers for railway.]

Parliament - Acts - North London Railway - 1. Own Acts

1. The East and West India Docks and Birmingham Railway Act, 1846 (continued, page 2 of 5)

XX. Line of railway. [From Blackwall Basin of West India Docks; to Camden Town Station of London and Birmingham Railway.]

XXI. In case of difference as to communications between railways, the same to be settled by an engineer.

XXII. Power to form communications with the Eastern Counties and Blackwall Railways.

XXIII. Land for extraordinary purposes. [Not to exceed 50 acres.]

XXIV. Compulsory purchase of land limited. [Compulsory powers lapse after five years from 26 August 1846.]

XXV. Period for completion of works. [Seven years from 26 August 1846.]

XXVI. Tolls.

1. On goods and merchandize.

2. On passengers and cattle.

XXVII. Maximum charges.

XXVIII. Regulations as to tolls.

XXIX. Tolls for small parcels and articles of great weight.

XXX. Passengers luggage. [Free: 1st class 150lbs; 2nd class 100lbs; and 3rd class 60lbs.]

XXXI. Works within ten yards of London and Blackwall Extension Railway to be under the control and approved by the Engineer of the said Company.

XXXII. London and Blackwall Railway Company not to be impeded in mode of working their railway.

XXXIII. Management of crossing the London and Blackwall Railway to be vested exclusively in the said Company.

XXXIV. Level crossing of the London and Blackwall Railway to be abandoned if incompatible with previous provisions.

XXXV. Trains on railways to stop five yards before arrival at the London and Blackwall Railway.

XXXVI. Bars to be set up.

XXXVII. Penalty on engines, &c, coming on London and Blackwall Railway without previous consent. [£100 for each offence plus damages.]

XXXVIII. Lands or works of London and Blackwall Railway not to be taken or interfered with.

XXXIX. Junction with London and Blackwall Railway to be made by the same company.

XL. Company to pay proportions of rates and charges to London and Blackwall Railway Company.

XLI. Saving rights of London and Blackwall Railway Company.

XLII. Company not to cross London and Blackwall Railway on a level.

XLIII. Precautions against danger or interruption to the Eastern Counties Railway where lines carried under the same.

1. The East and West India Docks and Birmingham Railway Act, 1846 (continued, page 3 of 5)

	NORTH LONDON RAILWAY SOURCE BOOK Parliament – Acts – North London Railway – 1. Own Acts
XLIV.	Arbitration in case of difference as to works in connexion with the Eastern Counties Railway.
XLV.	Damage to be made good, and a penalty for interrupting traffic on the said railway.
XLVI.	Land of the Eastern Counties Railway not to be taken.
XLVII.	Necessary works to be formed for connecting proposed railway with Eastern Counties Railway.
XLVIII.	Eastern Counties Railway Company authorised to use a portion of proposed line. [From junction therewith; to proposed Victoria Park station.]
XLIX.	Suitable accommodation to be provided for traffic on the Eastern Counties Railway at the station at Victoria Park.
L.	Trucks of Eastern Counties Railway Company to be conveyed from point of junction to West India Docks.
LI.	Traffic of either Company to be conveyed with all reasonable despatch by the other Company.
LII.	Saving rights of the Eastern Counties Railway Company.
LIII.	Regulating construction of bridge over Great Northern Railway. [Span minimum 56 feet; clearance above rail level minimum 20 feet.]
LIV.	Company not to divert line of railway at point of crossing.
LV.	Accommodation for traffic from Great Northern Railway.
LVI.	Works connected with junction to be under control of the engineer of the said Company.
LVII.	Company to repair and lay down gas pipes, &c, under the railway at the expence of the company requiring the same.
LVIII.	Company not to take property of East and West India Dock Company without consent.
LVIX.	All works connected with the East India Dock Road to be constructed to the satisfaction of the trustees.
LX.	Company to keep in repair bridges connected with the said turnpike road.
LXI.	Notice to be given to trustees of East India Dock Road of commencement of works, and free passage to be preserved during their construction.
LXII.	Regulating the crossings under the Metropolis turnpike roads.
LXIII.	Regulating the crossings over the Metropolis turnpike roads.
LXIV.	Metropolis turnpike roads not to be crossed except as before mentioned.

LXVII. Works connected with such crossings to be completed within four months from

General Surveyor of Metropolis roads may require temporary roads to be substituted.

LXVII. Works connected with such crossings to be completed within four months from commencement.

Only half the road to be interfered with at once.

LXV.

LXVI.

LXVIII. Alterations may be made in the works with the consent of the Commissioners of the Metropolis roads.

1. The East and West India Docks and Birmingham Railway Act, 1846 (continued, page 4 of 5)

NORTH LONDON RAILWAY SOURCE BOOK Parliament – Acts – North London Railway – 1. Own Acts

LXIX. All works connected with the Metropolis roads to be constructed under the superintendence of the General Surveyor of the Commissioners.

LXX. If the Company fail to keep works in repair the Metropolis Roads Commissioners may repair the same after three days notice.

LXXI. Holborn and Finsbury, and Tower Hamlets Commissioners of Sewers.

LXXII. Powers of the Commissioners of Sewers for Holborn and Finsbury, and Tower Hamlets not to be prejudiced.

LXXIII. For protection of the Commissioners of Sewers for Poplar Marsh.

LXXIV. Saving the rights of the Commissioners of Sewers for Poplar Marsh.

LXXV. Saving the rights and protecting the works of the Regent's Canal Company.

LXXVI. Saving the rights of the trustees of the River Lea Navigation.

LXXVII. Directions for building the bridge over the River Lea Navigation. [This section excluded by London Docklands Railway Act, 1985 (cap. vi), s. 6.]

LXXVIII. Company to repair the tow path and deepen the River Lea Navigation under and near the bridge.

LXXIX. If the River Lea Navigation is obstructed Company to pay the damage.

[ss. LXXII - LXXIX - repeal of provisions as to River Lee Navigation by s.15 of North London Railway Act, 1883.]

LXXX. Regulations to be made for the use of the depôt or basin of the Company.

LXXXI. Company may demand tolls for all vessels resorting to the depôt or station.

LXXXII. Company not to take any of the property belonging to Charles Leach and William Sabine.

LXXXIII. Construction of bridges and viaducts on Camden Estate to be first approved by the Marquis of Camden or his surveyor. [Camden Town Improvement Act, 1822 (3G.4, cap. 82).]

LXXXIV. Footway or carriageway not to be broken up or disturbed unless notice in writing shall have been first given.

LXXXV. Penalty for breaking up carriageway or footway without notice and without consent. [£20 for each suare foot.]

LXXXVI. Company to pay the expense of relaying footways and carriageways taken up by them, &c.

LXXXVII. Arches on the Camden Estate to be closed at each end. [This section repealed by North London Railway Act, 1871 (cap xii), s.22.]

LXXXVIII. Company not to pull down more houses than necessary on the Camden Estate, and maintain the others as dwellings.

Conditions on which property to be held.

LXXXIX. The railway passing over, under, or across the district called Camden Town to be assessed by the Commissioners.

XC. Company to pay rates for houses, &c, destroyed by the railway until the railway be completed.

1. The East and West India Docks and Birmingham Railway Act, 1846 (continued, page 5 of 5)

	NORTH LONDON RAILWAY SOURCE BOOK Parliament – Acts – North London Railway – 1. Own Acts
XCI.	Company to pay the Commissioners for Camden Town the sum of £100 and the railway passing under, over, or across the Camden Terrace Garden to be assessed by the Commissioners.
XCII.	A passenger station to be erected in Camden Road. [Company to construct station on east side of Camden Road before opening of railway and keep same open for ever. Alternate passenger trains at least to stop at Camden Road.]
XCIII.	Railway to be subject to provisions of 1&2 Vict. c.98, 3&4 Vict. c.97, 5&6 Vict. c.55, and 7 & 8 Vict. c.85. [See Parliament - Acts - General.]
XCIV.	Railway to be subject to provisions of any future general act.
XCV.	Saving the rights of the Crown.
XCVI.	Public act.

Parliament - Acts - North London Railway - 1. Own Acts

2. The East and West India Docks and Birmingham Junction Railway Branches and Amendment Act, 1850: 15 July 1850 (13 & 14 Vict. cap. xxxvi (36)).

An Act to enable the *East and West India Docks and Birmingham Junction* Railway Company to make certain Branch Railways, and to amend the Act relating to the said Company, and to authorize the Lease of the said Undertaking, and for other Purposes.

Sections:

- -. Provisions of 8&9 Vict. cc. 16, 18, & 20 incorporated with this Act. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845.]
- II. Short title. [The East and West India Docks and Birmingham Junction Railway Branches and Amendment Act, 1850.]
- III. Power to raise additional capital by creation of new shares. [£50,000.]
- IV. Number and amount of shares. [1000 shares at £50 each.]
- V. Calls. [£5 maximum, maximum three-fifths in any one year and minimum two months between successive calls.]
- VI. New shares to form part of general capital.
- VII. Power to borrow money on mortgage. [£16,666 in addition to that raised under the first act.]
- VIII. Former mortgages to have priority.
- IX. Appropriation of capital.
- X. Interest not to be paid on calls.
- XI. Deposits for future bills not to be paid out of the Company's capital.
- XII. Certain shares to be transferred to London and North-western Railway Company. [8,000 at £50 £400,000.]
- XIII. Certain other shares to be transferred to the East and West India Dock Company. [1,000 at £50 £50,000.]
- XIV. Power for the London and North-western Railway and East and West India Dock Companies to appoint directors. [LNWR Company with 8000 shares, six directors; and E&WID Company with 1000 shares, three directors.]
- XV. London and North-western Railway Company to forfeit right to appoint a director in respect of every £65,000 stock sold by them, and East and West India Dock Company in respect of every £15,000.
- XVI. As to votes of London and North-western Railway and East and West India Dock Companies.
- XVII. Power to the East and West India Dock Company to subscribe to additional capital.

2. The East and West India Docks and Birmingham Junction Railway Branches and

Parliament - Acts - North London Railway - 1. Own Acts

Amendment Act, 1850 (continued page 2 of 2)

XVIII. Power to make branch railways.

- [1. From E&WID&BJR at Bow Road; to junction with Bow Extension of LBR at south-east corner of City of London and Tower Hamlets Cemetery.
- 2. From E&WID&BJR at Bow Road; to junction with ECR.
- 3. From E&WID&BJR at Old Ford Road; to junction with ECR.
- 4. From 3rd branch where new road from Bearbinder Lane to Old Ford Road diverges from Bearbinder Lane; to junction with ECR near Fairfield Road and SW corner of Adams & Co's coach manufactory.]
- XIX. Branch railways to be made according to deposited plans, &c.
- XX. Land for extraordinary purposes. [Not to exceed 20 acres.]
- XXI. Period within which lands are to be purchased. [Five years from 15 July 1850.]
- XXII. Periods for completion of works. [Five years from 15 July 1850.]
- XXIII. Tolls.
- XXIV. Power to lease railways. [To London and North-western Railway Company.]
- XXV. Provision as to maintenance of railways on leases taking effect. [Passes to LNWR.]
- XXVI. Companies empowered to enter into arrangements as to working of the railways, &c.
- XXVII. Company may erect parapets of bridges, &c, of less height than allowed by 9&10 Vict. c.396 [s.83 of E&WID&BJR Act, 1846] and may erect iron columns or pillars in Great Randolph Street and Brecknock Street. 3G4, c.82. [Camden Town Improvement Act, 1822.]
- XXVIII. Great Northern Railway Company empowered to effect a junction with the East and West India Docks and Birmingham Junction Railway, and to use the same. [Power for Great Northern Railway Company to make junction at any point west of Maiden Lane.]
- XXIX. As to the conveyance of trucks belonging to the Great Northern Railway Company.
- XXX. As to junction of branch railway with the London and Blackwall Extensions.
- XXXI. Providing against injury to works, &c, of London and Blackwall Extension Railway.
- XXXII. Lands of London and Blackwall Railway Company not to be entered upon or taken, save as herein specified.
- XXXIII. Saving rights of London and Blackwall Railway Company.
- XXXIV. Notice to be given to Metropolitan Commissioners of Sewers of interference with drains.
- XXXV. Railway to be subject to provisions of 1&2 Vict. c.98, 3&4 Vict. c.97, 5&6 Vict. c.55, 7&8 Vict. c.85, and 9&10 Vict. cc. 57, 105. [See Parliament Acts General.]
- XXXVI. Railways not exempt from provisions of future general acts.
- XXXVII. Expenses of act. [Company to pay.]
- XXXVIII. Public act.

Parliament - Acts - North London Railway - 1. Own Acts

3. The North London Railway Act, 1853: 8 July 1853 (16&17 Vict. cap. xcvii (97)).

An Act to enable the *East and West India Docks and Birmingham Junction* Railway Company to raise additional Capital, and for other Purposes.

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I. Short title. [The North London Railway Act, 1853.]

II. Name of Company changed to "The North London Railway Company."

III. Actions, suits, &c, not to abate.

IV. Purchases, &c, to continue as if name of Company had not been changed.

V. Company to have a new common seal.

VI. 8&9 Vict. cc 16, 18, 20, incorporated with this act. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845.]

VII. Power to raise additional capital by creation of new shares. [£250,000 - 25,000 shares at £10 each.]

VIII. Proprietors of shares under first recited act [E&WID&BJR Act, 1846] to have an option of subscribing for new capital.

IX. Calls upon new shares. [£3 maximum, maximum three-quarters in any one year and minimum two months between successive calls.]

X. Power to borrow money on mortgage. [£83,000 maximum.]

XI. Former mortgages to have priority.

XII. Mortgages to rank equally.

XIII. Conversion of debentures into stock.

XIV. As to votes of holders of debenture stock.

XV. Arrears may be enforced by appointment of a receiver.

XVI. Appointment of a receiver.

XVII. Interest not to be paid on calls paid up.

XVIII. Deposits for future bills not to be paid out of the Company's capital.

XIX. Application of capital and other monies raised.

XX. Power to purchase land for additional stations, &c. [Compulsory purchases to be made within two years from 8 July 1853. Land for station, and other accommodation, etc, but nothing west of York Road/Maiden Lane.]

XXI. Certain lands belonging to T. Cubitt not to be taken, except such portions as are necessary for security of the public.

XXII. Power to construct additional works. [On land authorised by s.XX.]

XXIII. Bridges over Blackwall Railway to be repaired at the expense of the North London Railway Company.

3. The North London Railway Act, 1853 (continued page 2 of 2)

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XXIV. Bridges to be raised if required by Blackwall Railway Company.

XXV. Company not to take property of the Blackwall Railway, &c, without consent.XXVI. Saving rights of the Blackwall Railway Company.

XXVII. Tolls and charges.

XXVIII. Saving the rights of the Metropolitan Commissioners of Sewers.

XXIX. Railway to be subject to provisions of 1&2 Vict. c.98, 3&4 Vict. c.97, 5&6 Vict. c.55, 7&8 Vict. c.85, 9&10 Vict. c.57 and 14&15 Vict. c.64. [See Parliament - Acts - General.]

XXX. Railway not exempt from provisions of future general acts.

XXXI. Expenses of act. [Company to pay.]

XXXII. Interpretation of terms. "Throughout this Act the Expression "the Company" shall be taken to mean the Company incorporated by the said first-recited Acts [E&WID&BJR Acts of 1846 and 1850], and which is herein-before directed to be henceforth called "The *North London* Railway Company.""

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4. The North London Railway (Cattle Market Station) Act, 1854: 3 July 1854 (17&18 Vict. cap. lxxx (80)).

An act to enable The *North London* Railway Company to construct a station or depôt near to the new Metropolitan Cattle Market, to raise additional capital, and for other purposes.

- I. Short title. [The North London Railway (Cattle Market Station) Act, 1854.]
- II. 8&9 Vict. cc 16, 18, 20, incorporated. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845.]
- III. Power to purchase land for additional station, &c, limited to five years. [Five years from 3 July 1854.]
- IV. Land belonging to the Corporation of London not to be taken without consent.
- V. Power to construct additional works. [Sidings, bridges, stations, depôts, warehouses, wharves, cattle and sheep pens, roads, layerage.]
- VI. Bridge over the Great Northern Railway to be widened at the expense of the North London Railway Company.
- VII. Privileges, &c, of Great Northern Railway Company over existing line extended to new works.
- VIII. £15,000 of existing capital may by consent of special meeting be applied for the purposes of this act.
- IX. Power to raise additional capital by creation of new shares. [£75,000 7500 shares at £10 each.]
- X. Proprietors of shares in existing capital to have an option of subscribing for new capital.
- XI. Calls upon shares. [Maximum £3, not less than two month intervals, not more than three-quarters of share price in one year.]
- XII. Power to borrow money on mortgage. [Maximum £25,000.]
- XIII. Former mortgages to have priority.
- XIV. Mortgages to rank equally.
- XV. Interest not to be paid on calls paid up.
- XVI. Deposits for future bills not to be paid out of the Company's capital.
- XVII. Application of capital and other monies raised.
- XVIII. Tolls and charges.
- XIX. Railway to be subject to provisions of 1&2 Vict. c.98, 3&4 Vict. c.97, 5&6 Vict. c.55, 7&8 Vict. c.85, 9&10 Vict. c. 57 and 14&15 Vict. c,64. [See Parliament Acts General.]
- XX. Not exempt from provisions of future general acts.
- XXI. Expenses of act. [Company to pay.]
- XXII. Interpretation of terms.

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5. The North London Railway (Additional Capital) Act, 1860: 15 May 1860 (23 Vict. cap. xiv (14)).

An act to enable the North London Railway Company to raise an additional sum of money; and for other purposes.

Subsequent change:

XIX.

XX.

commencement

Metropolis roads.

s.3 explained by North London Railway (Widening) Act, 1861, s.4.

s.3 explained by North London Railway (Widening) Act, 1861, s.4.						
Sections:						
I.	Short title. [The North London Railway (Additional Capital) Act, 1860.]					
II.	"The Company."					
III.	8&9 Vict. cc. 16, 18, 20 incorporated in this act. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845. The term "Parish Clerks" as shown in Railways Clauses Consolidation Act, 1845 explained by s.4 of The North London Railway (Widening) Act, 1861.]					
IV.	Power to raise additional capital by creation of new shares. [£150,000, 15,000 shares at £10 each.]					
V.	Proprietors of existing capital stock to have an option of subscribing for new capital.					
VI.	Calls upon new shares. [Maximum £3, two months between calls, three-quarters of total in any one year.]					
VII.	Power to borrow on mortgage. [Maximum £50,000.]					
VIII.	Former mortgages to have priority.					
IX.	Mortgages to rank equally.					
X.	Power to convert into stock the borrowed capital to be raised under this act.					
XI.	Arrears may be enforced by appointment of a receiver.					
XII.	Appointment of a receiver.					
XIII.	Interest not to be paid on calls paid up.					
XIV.	Deposits for future bills not to be paid out of the Company's capital.					
XV.	Application of moneys raised under this act.					
XVI.	Power to purchase land for widening a portion of the railway. [From junction with HJR to west side of York Road/Maiden Lane Power lapses three years from 15 May 1860.]					
XVII.	Power to construct additional works. [Stations, other accommodation, sidings, etc.]					
XVIII.	Regulating the crossings over the Metropolis Roads. [In connexion with widenings.]					

XXI. All works connected with the Metropolis turnpike roads to be under the superintendence of the general surveyor of the Commissioners.

Works connected with such crossings to be completed within six months of

Alterations may be made in the works with the consent of the Commissioners of the

Parliament - Acts - North London Railway - 1. Own Acts

5. The North London Railway (Additional Capital) Act, 1860 (continued page 2 of 2)

XXII. If Company fails to keep works connected with roads in repair, the Commissioners may repair the same at expense of Company.

XXIII. For protection of sewers under the control of Metropolitan Board of Works.

XXIV. Provision as to payment of certain rates in the parish of Saint Pancras.

XXV. Tolls and charges.

XXVI. Conferring certain rights of using portions of Maiden Lane. [Driving of cattle, etc., from station to new cattle market.]

XXVII. Railway not exempt from provisions of present and future general acts.

XXVIII. Expenses of act. [To be paid by the Company.]

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6. The North London Railway (Widening) Act, 1861: 11 July 1861 (24&25 Vict. cap. cxxxii (132)).

An act to empower the *North London* Railway Company to widen a Portion of their Railway; and for other Purposes.

- 1. Short title. [The North London Railway (Widening) Act, 1861.]
- 2. "The Company." [The North London Railway Company.]
- 3. 8&9 Vict. cc 16, 18, & 20 and 23&24 Vict. c.106 incorporated. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845, Railways Clauses Consolidation Act, 1845, and Lands Clauses Consolidation Acts Amendment Act, 1860.]
- 4. The term "Parish Clerks."
- 5. Power to purchase lands for widening railway. [Limited to three years from 11 July 1861.]
- 6. Power to construct additional works. [Widening: *from* west abutment of bridge over York Road/Maiden Lane; *to* west abutment of bridge under Kingsland Road.]
- 7. Bridges in Islington Parish to be widened.
- 8. For regulating crossings under the Metropolis roads.
- 9. For protection of sewers of Metropolitan and other boards.
- 10. Local rates to be made good.
- 11. Tolls and charges.
- 12. Power to raise additional capital by creation of new shares. [£100,000.]
- 13. Terms and conditions to preference shares to be stated on certificates.
- 14. Votes of new shareholders.
- 15. Proprietors of existing capital stock to have an option of subscribing for new capital.
- 16. Calls upon shares. [Maximum 20%, two months between calls, 80% of total in any one year.]
- 17. Power to raise capital under any other act of this session and this act by new shares of one class.
- 18. Power to borrow on mortgage. [Maximum £33,300.]
- 19. Former mortgages to have priority.
- 20. Mortgages to rank equally.
- 21. Power to convert into stock the borrowed capital to be raised under this act.
- 22. Arrears may be enforced by appointment of a receiver.
- 23. As to appointment of a receiver.
- 24. Application of money raised under this act.
- 25. Power to London and North-western Railway Company to take their proportionate amount of the new share capital. [Not to exceed two-thirds of amount of such new shares.]
- 6. The North London Railway (Widening) Act, 1861 (continued page 2 of 2)

- 26. Power for London and North-western Railway Company to raise additional capital.
- 27. Calls on new shares created by London and North-western Railway Company.
- 28. New capital of London and North-western Railway Company to be subject to same incidents as ordinary capital.
- 29. Dividends on new shares created by London and North-western Railway Company.
- 30. Votes and qualifications in respect of new shares created by London and North-western Railway Company.
- 31. Interest not to be paid on calls paid up.
- 32. Deposits for future bills not to be paid out of capital.
- 33. Railway not exempt from provisions of present and future general acts.
- 34. Expenses of act. [Company to pay.]

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7. The North London Railway (City Branch) Act, 1861: 22 July 1861 (24 & 25 Vict. cap. exevi (196)).

An Act to empower the *North London* Railway Company to construct a Railway from *Liverpool Street* in the City of *London* to join their existing Railway at *Kingsland*; and for other purposes.

Subsequent changes:

- s.11 repealed by North London Railway Act, 1871 (cap. xii), s.22; B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3..
- ss.12-15,19,20 repealed by B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3..
- s.23 repealed in part and substituted by North London Railway, Act 1867 (cap. lxxviii), s.48.
- s.30 repealed B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3.
- ss.37-40: the provisions of these sections were made applicable, with variations, to the widening authorised by North London Railway Act, 1867 (cap. lxxviii), s.25.
- s.46 repealed in part London and Blackwall Railway Lease Act, 1865 (cap. c), s.15.
- See also Statutory Instrument 1997 No. 264, The London Underground (East London Line Extension) Order 1997, article 27(1)(2).

- 1. Short title. [The North London Railway (City Branch) Act, 1861.]
- 2. 8&9 Vict. cc. 16, 18 & 20 and 23&24 Vict. c. 106 incorporated. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845, Railways Clauses Consolidation Act, 1845, and Lands Clauses Consolidation Acts Amendment Act, 1860.]
- 3. "The Company."
- 4. Definition of the term "Parish Clerks."
- 5. Power to take lands.
- 6. Power to make railway according to deposited plans. [From north side of Liverpool Street, between Blomfield Street and Broad Street Building; to double junction with North London Railway near Kingsland Station: at King's Road, Ball's Pond bridge over railway and at Dalston Lane bridge over railway.]
- 7. Power to stop up certain streets.
- 8. Soil of streets permanently closed vested in the Company.
- 9. Questions of disputed compensation in London to be heard in the Lord Mayor's Court.
- 10. As to widening of Liverpool Street.
- 11. Access to be provided from Sun Street to Liverpool Street Station. [Repealed by North London Railway Act, 1871 (cap. xii), s.22; B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3.]
- 12. A new passenger station to be constructed at Kingsland. [The new station near Dalston Lane to be available for use of passengers on either branch. Repealed by B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3.]
- 13. Regulating stoppages at or mode of passing such station. [Every passenger train to stop at such station or not exceed 5 miles per hour over curves at junction. Repealed by B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3.]

- 7. The North London Railway (City Branch) Act, 1861 (continued page 2 of 4)
- 14. Prescribing manner of crossing streets in the City of London. [Repealed by B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3.]
- 15. Streets under bridges to be lighted by day and night, if Commissioners of Sewers think fit. [Repealed by B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3.]
- 16. Streets not to be broken up but with consent of Commissioners of Sewers. Streets when broken up to be reinstated by Company.
- 17. Company to restore sewers, drains, &c, broken up.
- 18. Drainage works to be subject to Commissioners, Vestry, or district board, and their rights.
- 19. Local rates to be made good. [Repealed by B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3.]
- 20. Company to make good deficiencies in poor and other parochial rates in the parish of St. Leonard, Shoreditch. [Repealed by B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3.]
- 21. Penalties and rates to be recovered.
- 22. For protection of sewers of Metropolitan and other boards.
- 23. Regulating the crossings under the Metropolis roads. [Repealed in part, (approach to Dalston Lane bridge) and substituted by North London Railway Act, 1867 (cap. lxxviii), s.48.]
- 24. Only half of the Metropolis turnpike roads to be interfered with at one time.
- 25. Works connected with such crossing to be completed within a certain period of time. [From start to finish six months.]
- 26. Company not to interfere with roads until notice given to General Surveyor. [Ten days.] Power to General Surveyor to require a temporary road.
- 27. Alterations may be made with the consent of the Commissioners of the Metropolis Turnpike Roads.
- 28. Works connected with the Metropolis turnpike roads to be constructed under the superintendence of their General Surveyor.
- 29. If the Company fail to keep works in repair Commissioners of Metropolis Roads may repair the same at expense of Company.
- 30. Regulating mode of crossing Worship Street. [Repealed B.R. (Liverpool Street Station) Act, 1983 (cap. iv), s.26, sch.3.]
- 31. Regulating mode of crossing Moore's Gardens.
- 32. Prescribing manner of crossing streets in the parish of Saint Leonard, Shoreditch.
- 33. Railway not to be deviated eastwards at the centre line at Nichols Square.
- 34. Property to be purchased at the west end of Nichols Square.
- 35. Wall to be built at the end of Nichols Square.
- 36. No erection to be made at the end of Nichols Square. [Obviously a celibate area.]
- 37. Saving rights and protecting works of Regent's Canal Company. [See s.40 below.]
- 7. The North London Railway (City Branch) Act, 1861 (continued page 3 of 4)

- 38. Company to construct and keep in repair the bridge across the Regent's Canal. [See s.40 below.]
- 39. Company to complete bridge in 12 months or submit to a penalty. Penalty on Company for obstructing the navigation of the canal. [See s.40 below.]
- 40. Canal Company and others not precluded from recovering special damage. [ss.37-40: the provisions of these sections were made applicable, with variations, to the widening authorised by North London Railway Act, 1867 (cap. lxxviii), s.25.]
- 41. Powers for compulsory purchases limited. [Four years from 22 July 1861.]
- 42. Limiting time for completion of railway and works. [Five years from 22 July 1861.]
- 43. Dividends suspended if railway not completed within time limited.
- 44. Tolls and charges.
- 45. Trains for labouring classes. [Kingsland to Liverpool Street morning not later than 7 am, returning not earlier than 6 pm Sundays, Christmas Day and Good Friday excepted. Fares not more than one penny per mile. Subject to 100 passengers on average, on each train]
- 46. Providing for the continued working of the North London Railway in connexion with the Blackwall Railway. [From and after opening of railway:
 - 1. Company to run passenger trains between Hampstead Road and Fenchurch Street every quarter of an hour.
 - 2. Such trains to run with or without change of carriage at Kingsland Junction.
 - 3. Payment agreement with Blackwall Railway.
 - 4. Same fares to apply from N.L.R. stations to Fenchurch Street or to terminal station near Liverpool Street.
 - 5. Working arrangements with Blackwall Railway.
 - 6. If passenger numbers fall below 500,000 a year the working into Fenchurch Street may be discontinued by either party.
 - 7. Present agreement to remain in force.
 - 8. Any differences as a result of this act to be resolved by the Board of Trade. [Repealed in part London and Blackwall Railway Lease Act, 1865 (cap. c), s.15: 1, 3 & 4 to cease on six months notice given in writing by NLR Company to the GER Company.]
- 47. Power to London and North-western Railway Company to construct a station at City terminus. [For their exclusive use.]
- 48. Power to sell or lease goods station so constructed by the Company to the London and Northwestern Company. [If London and North Western Railway Company shall not have agreed within four months from 22 July 1861 to construct part of station, then North London Railway Company might construct entire station.]
- 49. Power to sell or lease to London and North-western Company the lands required for a goods station to be constructed by them.
- 50. Power to London and North-western Company to appropriate funds for purchase or lease.
- 51. Power to make agreements with the London and North-western Company relating to the goods station.
- 52. Power to make agreements with the London and North-western Company for working and other purposes. [For use and working of any part of North London Railway.]
- 7. The North London Railway (City Branch) Act, 1861 (continued page 4 of 4)

- 53. Conditions of such agreements.
- 54. Agreement to be first approved by share holders.
- 55. Revision of agreements.
- 56. Power to raise additional money by creation of new shares. [Not exceeding £1,000,000.]
- 57. Terms on which preference shares issued to be stated on certificates.
- 58. Proprietors of existing capital stock have an option of subscribing for new capital.
- 59. As to votes of holders of new capital.
- 60. Limit of amount and number of calls. [Not to exceed 20% of amount of shares; not less that two months between calls; and, no more than 80% in a year.]
- 61. Unissued shares to be cancelled.
- 62. Power to raise capital under any other act of this session and this act by new shares of one class.
- 63. Power to borrow on mortgage. [Estimated cost of branch, excluding goods station, was £700,000 mortgage not to exceed £233,000.]
- 64. Former mortgages to have priority.
- 65. Mortgages to rank equally.
- 66. Power to convert into stock the borrowed capital to be raised under this act.
- 67. Arrears may be enforced by appointment of a receiver.
- 68. Appointment of a receiver.
- 69. Application of money raised under this act.
- 70. Power to London and North-western Company to take their proportionate amount of the new share capital.
- 71. Power for London and North-western Company to raise additional capital.
- 72. Calls on new shares created by London North-western Company.
- 73. New capital of London North-western Company to be subject to the same incidents as ordinary capital.
- 74. Dividends on new shares created by London North-western Company.
- 75. Votes and qualifications in respect of new shares created by London North-western Company.
- 76. Saving rights of the City of London.
- 77. Saving the rights of the parish of Saint Leonard, Shoreditch.
- 78. Interest not to be paid on calls paid up.
- 79. Deposits for future bills not to be paid out of the Company's capital.
- 80. Railway not exempt from provisions of present and future general acts.
- 81. Expenses of act. [Company to pay.]

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8. The North London Railway (Additional Powers), 1864: 25 July 1864 (27&28 Vict. cap. ccxlvi (246)).

An act to empower the *North London* Railway Company to construct additional works at *Poplar*; and for other purposes.

Subsequent changes:

- s.7, in part, and 8 repealed by North London Railway Act, 1874 (c. lxxv (75)), s.5.
- s.12 amended by North London Railway Act, 1874 (c. lxxv (75)), s.13.
- s.24 extended and applied by North London Railway Act, 1868 (c. iv (4)), s.20.

- 1. Short title. [The North London Railway (Additional Powers) Act, 1864.]
- 2. Interpretation of terms. [The Company = NLR Company.]
- 3. 8&9 Vict. cc. 16, 18, & 20 and 23&24 Vict. c. 106 incorporated. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845, Railways Clauses Consolidation Act, 1845, and Lands Clauses Consolidation Acts Amendment Act, 1860.]
- 4. Definition of term "Parish Clerk."
- 5. Certain portions of 10&11 Vict. c. 27 to apply to existing dock or basin of Company. [The Harbours, Docks and Piers Clauses Act, 1847.]
- 6. Power to purchase lands. [Within three years from 25 July 1864.]
- 7. Power to construct additional works and dock. [Partially repealed by North London Railway Act, 1874 (c. lxxv (75)), s.5.]
- 8. Company not to open new dock until they open a cut from existing dock eastward. [From NLR railway dock eastwards into Thames between Blackwall Stairs and Northumberland Wharf. Repealed by North London Railway Act, 1874 (c. lxxv (75)), s.5.]
- 9. Covenants of lease of 1st July 1857 to extend to new dock. [Deeds of Conveyance and Covenant with E&WI Dock Company.]
- 10. Covenants, &c, herein named to extend to lands acquired from East and West India Dock Company.
- 11. Nothing to prejudice rights, &c. vested in East and West India Dock Companies.
- 12. As to the construction of certain works affecting the London and Blackwall Railway. [Widening of bridge over LBlackR. Amended by North London Railway Act, 1874 (c. lxxv (75)), s.13.]
- 13. Foot bridge to be provided at Harrow Lane.
- 14. Construction of works under London and Blackwall Railway.
- 15. Penalty in case of obstruction or injury of the works of the London and Blackwall Railway Company.
- 16. Saving rights of the London and Blackwall Railway Company.
- 17. Power to divert Roseberry Place, &c.
- 18. Provision for new road in lieu of Grange Road.
- 8. The North London Railway (Additional Powers), 1864 (continued page 2 of 3)

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- 19. Company not to stop up, &c, Albert Street without consent.
- 20. Provision as to land tax and poor's rate in respect of property in the parish of St. Mary, Islington.
- 21. For protection of sewers of Metropolitan and other boards.
- 22. Limiting period for construction of dock and completion of bridges over London and Blackwall Railway. [Five years from 25 July 1864.]
- 23. Claims for compensation be yearly tenants to be settled as prescribed by Sect. 121 of 8&9 Vict. c. 18.
- 24. Power to grant building leases of superfluous land. [Extended and applied by North London Railway Act, 1868 (c. iv (4)), s.20.]
- 25. Tolls and charges.
- 26. Rates for the use of cranes, weighing machines, &c. [Reasonable rates as the Company shall from time to time appoint.]
- 27. Limits within which dock master may exercise his authority.
- 28. Officers of Customs to have free access to docks without payment of toll.
- 29. Power to appoint meters and weighers.
- 30. Power to raise additional capital by new shares. [Maximum 50,000.]
- 31. Shares not to issue until one-fifth paid up.
- 32. Votes of new shareholders.
- 33. Power to raise capital under any other act of this session and this act by new shares of one class.
- 34. Power to borrow on mortgage. [£16,600.]
- 35. Former mortgages to have priority.
- 36. Mortgages to rank equally.
- 37. Power to convert into stock the borrowed capital to be raised under this act.
- 38. Power to London and North-western Company to take their proportionate amount of the new share capital.
- 39. Power for London and North-western Company to raise additional capital.
- 40. New capital of London and North-western Company.
- 41. Dividends on new shares created by London and North-western Company.
- 42. Votes and qualifications in respect of new shares created by the London and North-western Company.
- 43. Power to London and North-western Company to raise capital under any other act of this session and this act by new shares of one class.

8. The North London Railway (Additional Powers), 1864 (continued page 3 of 3)

- 44. Power to London and North-western Company to raise money by creation of stock instead of by creation of shares.
- 45. Application of money raised under this act.
- 46. Interest not to be paid on calls paid up.
- 47. Deposits for future bills not to be paid out of capital.
- 48. Railway not exempt from provisions of present and future general acts.
- 49. Expenses of act. [NLR to pay.]

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9. The North London Railway Act, 1865: 2 June 1865 (28 Vict. cap. lxxii (72)).

An act to grant additional powers to the North London Railway Company.

To widen further portion of railway from the north side of Devon's Lane otherwise Devon's Road, Bromley, to south side of High Street, Poplar, and to widen enlarge and improve certain bridges in Islington and St. Pancras. Enlargement and improvement to Highbury station - to block up Swan Yard or Albert Street and obtain land therefrom.

Subsequent changes:

s.9 amended by North London Railway Act, 1867 (c. lxxviii), s.49.

- 1. Short title. [The North London Railway Act, 1865.]
- 2. 8&9 Vict. cc. 16, 18, & 20; 23&24 Vict. c. 106; 26&27 Vict. c. 92 incorporated. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845, Railways ClausesConsolidation Act, 1845, and Lands Clauses Consolidation Acts Amendment Act, 1860, and Railways Clauses Consolidation Act, 1863 (provisions in respect of "Protection of Navigation.")]
- 3. Interpretation of terms. [The Company = NLR Company.]
- 4. Definition of term "Parish Clerk."
- 5. Power to raise additional capital by new shares. [£100,000.]
- 6. Shares not to issue until one fifth paid up.
- 7. Votes for new shareholders.
- 8. Power to borrow money on mortgage in respect of additional capital authorised by this act. [Maximum £33,300.]
- 9. Power to borrow money on mortgage in respect of unissued capital raisable under 24&25 Victoria, c. cxcvi. [North London Railway (City Branch) Act, 1861. Amended by North London Railway Act, 1867 (c. lxxviii), s. 49.]
- 10. Former mortgages to have priority.
- 11. Mortgages to rank equally.
- 12. Power to convert into stock the borrowed capital to be raised under this act.
- 13. Power to London and North-western Railway Company to take their proportionate amount of new capital.
- 14. Power for London and North-western Railway Company to raise additional capital.
- 15. New capital of London and North-western Railway Company.
- 16. Dividends on shares created by London and North-western Railway Company.
- 17. Votes and qualifications in respect of new shares created by London and North-western Railway Company.
- 18. Power for London and North-western Railway Company to raise capital under any other act of this session and this act by new shares of one class.
- 9. The North London Railway Act, 1865 (continued page 2 of 3)

- 19. Power for London and North-western Railway Company to raise money by creation of stock instead of by the creation of shares.
- 20. Application of money raised under this act.
- 21. Power to purchase land.
- 22. Power to construct additional works in widening railway and bridges.
- 23. Lodging houses not to be taken without notice. [Eight weeks notice.]
- 24. As to bridges carrying certain streets over railway.
- 25. As to bridge over York Road.
- 26. Where bridges widened in Saint Pancras to be water tight, and to have proper screens. [To be constructed to deaden noise as far as possible. Screens to be at least 8 feet 6 inches high above rail level over York, Camden and Hampstead Roads.]
- 27. As to expense of extra lamps where bridge is widened in Saint Pancras.
- 28. Provision as to rating in the Parish of Saint Pancras.
- 29. Seven days notice to be given to surveyor of Saint Mary, Islington, before breaking roads.
- 30. Provisions as to payment of certain rates in the Parish of Saint Mary, Islington.
- 31. Works connected with the East India Dock Road to be constructed to the satisfaction of the trustees.
- 32. Notice to be given to Trustees of East India Dock Road of commencement of works, [7 days] and free passage to be preserved during their construction.
- 33. Company to keep in repair the bridge over the East India Dock Road.
- 34. As to crossing of the River Lee. [Repeal of provisions as to River Lee Navigation by s.15 of North London Railway Act, 1883.]
- 35. As to works connected with New River Company.
- 36. The New River Company empowered to repair and lay pipes on lands of Company.
- 37. Provision for extension of water supply.
- 38. Penalty for interrupting the supply of water.
- 39. Repairs of water pipes, &c. to be borne by Company in certain cases.
- 40. Power to make new dock entrance to River Thames.
- 41. Lights to be exhibted.
- 42. In case works abandoned.
- 43. Restrictions as to encroachments on bed of river.
- 44. Company not to take gravel from river.
- 45. Saving rights of Conservators of the River Thames.
- 46. Consent of Conservators to certain works.
- 9. The North London Railway Act, 1865 (continued page 3 of 3)

- 47. Docks to be deemed part of the Port of London.
- 48. Barges exempt from rates.
- 49. As to approaches to bridge over cut and Preston's Road.
- 50. As to construction of bridge between Eastern Dock Gate and the river.
- 51. Mains of East London Waterworks Company cut through, &c., to be reconstructed by the Company.
- 52. Works to be done to the satisfaction of Engineer of East London Company.
- 53. Penalty for interrupting the supply of water.
- 54. Company to pay all damages sustained by East London Company.
- 55. Compensation to East London Company for pipes.
- 56. Saving the rights of East London Company.
- 57. Power to make new street in substitution of Grange Road.
- 58. Power to stop up Swan Yard, otherwise Albert Street.
- 59. For protection of Sewers of Metropolitan and other boards.
- 60. Limiting period for construction of the new cut into the River Thames, and the new road in substitution of Grange Road. [Five years from 2 June 1865.]
- 61. Claims for compensation by yearly tenants to be settled by 8&9 Vict. c. 18, s.121.
- 62. Tolls.
- 63. Rates for docking, &c., in new entrance.
- 64. Power to make arrangements with East and West India Dock Company as to new cut.
- 65. Saving rights of Trustees of River Lee.
- 66. Interest not to be paid on calls paid up.
- 67. Deposits for future bills not to be paid out of capital.
- 68. Railway not exempt from provisions of present and future general acts.
- 69. Expenses of act. [Company to pay.]

Parliament - Acts - North London Railway - 1. Own Acts

10. The North London Railway Act, 1867: 17 June 1867 (30 Vict. cap. lxxviii (78)).

An Act for enabling the *North London* Railway Company to widen further Portions of their Railway, and for granting additional Powers to Company.

...widening, improving Camden Town station and remove the same to a more convenient site, improve certain bridges carrying railway over roads, lay sidings under Devon's Lane, branch railway at Bow to London Tilbury and Southend Railway at Bromley.

Subsequent changes:

ss.24, 31, 40 repealed by B.R. (Liverpool Street Station) Act, 1983, c. iv (4), s.26, sch.3.

- 1. Short title. [The North London Railway Act, 1867.]
- 2. 8&9 Vict. cc. 16, 18, & 20, 23&24 Vict. c. 106, and 26&27 Vict. cc. 92, & 108 incorporated. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845, Railways Clauses Consolidation Act, 1845, and Lands Clauses Consolidation Acts Amendment Act, 1860, Railways Clauses Consolidation Act, 1863, Companies Clauses Consolidation Act, 1863.]
- 3. Interpretation of terms. [The Company = NLR Company.]
- 4. Definition of term "Parish Clerk."
- 5. Description of works.
 - [a. Widen and enlarge City Branch: *from* Skinner Street; *to* junction with main line near bridge carrying King's Road over railway.
 - b. Branch 5 furlongs ½ chain: *from* junction at Bow with North London Railway near to and north of Bow Station; *to* junction at Bromley with London Tilbury and Southend Railway west of bridge carrying St. Leonard Street over railway.
 - c. Arches and openings under Devon's Road between Devon's Road bridge and Burdett Place.
 - d. New station at Homerton with sidings and approaches; enlarge and improve bridges over Church Road and Macintosh Lane.
 - e. Remove station at Camden Road to western side of Camden Road.]
- 6. Company to acquire only easement in lands of the Independent Gas Company.
- 7. Power to purchase additional lands.
- 8. Lands of Great Northern Railway Company not to be taken without consent.
- 9. As to purchase of almshouses belonging to the Drapers Company.
- 10. Power to raise additional capital by new shares. [Maximum £300,000.]
- 11. Shares not to issue until one-fifth paid up.
- 12. Votes of new shareholders.
- 13. Power to London and North-western Railway Company to take their proportionate amount of new capital.
- Power to borrow money on mortgage in respect of additional capital authorised by this act. [Maximum £100,000.]
- 15. Repealing provisions of former acts with respect to appointment of a receiver.
- 16. Arrears may be enforced by appointment of a receiver.

- 10. The North London Railway Act, 1867 (continued, page 2 of 3)
- 17. Former mortgages to have priority.
- 18. Mortgages to rank equally.
- 19. Power to convert into stock the borrowed capital to be raised under this act.
- 20. Application of monies.
- 21. Lands for extraordinary purposes. [Five acres.]
- 22. Powers for compulsory purchases limited. [Three years from 17 June 1867.]
- 23. Period for completion of works. [Five years from 17 June 1867.]
- 24. Provisions as to bridges over or under streets in City Branch Act, 1861, to be applicable to any widening of such bridges under this act. [Repealed by B.R. (Liverpool Street Station) Act, 1983, c. iv (4), s.26, sch.3.]
- 25. Provision as to Regent's Canal in City Branch Act, 1861, to be applicable to widening of railway over that canal under this act.
- 26. All works connected with the East London Waterworks Company to be executed to the satisfaction of that Company.
- 27. Penalty for interrupting the supply of water.
- 28. Providing for extension of water supply.
- 29. Saving rights of the East London Waterworks Company.
- 30. For protection of sewers of Metropolitan and other boards.
- 31. Inclination of existing roads crossing over or under railway to be maintained. [Repealed by B.R. (Liverpool Street Station) Act, 1983, c. iv (4), s.26, sch.3.]
- 32. Bridge under Bow Road.
- 33. Construction of bridges over public streets within the limits of the Metropolis.
- 34. Roads under railway bridges to be lighted in certain event.
- 35. Provisions as to new street.
- 36. District sewers to be made good.
- 37. As to settlement of difference with vestry of St. Pancras.
- 38. Alterations may be made in the works with consent, &c.
- 39. Local rates to be made good in the parish of St. Pancras.
- 40. Local rates to be made good during construction of railway in the parish of St. Leonard, Shoreditch. [Repealed by B.R. (Liverpool Street Station) Act, 1983, c. iv (4), s.26, sch.3.]
- 41. Saving the rights of the vestry of the parish of St. Leonard, Shoreditch.
- 42. Provision as to payment of rates in the parish of St. Mary, Islington.
- 43. Seven days notice to be given to Surveyor of vestry of St. Mary, Islington, before breaking road.
- 10. The North London Railway Act, 1867 (continued, page 3 of 3)

- 44. Notice to be given of taking houses of labouring classes. [Eight weeks.]
- 45. Claims for compensation by yearly tenants to be settled as prescribed by 121st section of Lands Clauses Act.
- 46. Penalty for non-completion of branch railway within time limited.
- 47. Declaring new works part of Company's undertaking and limiting tolls on branch railway.
- 48. Amendment of section 23 of North London Railway (City Branch) Act, 1861, as to inclination of Dalston Lane. [Section repealed in part gradient 1-in-50 as now constructed.]
- 49. Amendment of 9th section of the North London Railway Act, 1865. [Justices' certificate on borrowing.]
- 50. Limiting compensation for injury to passengers carried at workmen's fares.
- 51. For ascertaining rights of applicants for cheap tickets.
- 52. Penalties for abuse of tickets.
- 53. As to sale of certain superfluous lands.
- 54. As to sale of certain houses required by the Company.
- 55. Power for the London and North-western Company to raise additional capital.
- 56. New capital of London and North-western Company.
- 57. Dividends on new shares created by the London and North-western Company.
- 58. Votes and qualifications in repect of new shares created by the London and North-western Company.
- 59. Power for London and North-western Company to raise capital under any other act of this session and this act by new shares of one class.
- 60. Power to the London and North-western Company to raise money by the creation of stock instead of by the creation of shares.
- 61. Application of money raised by London and North-western Company under this act.
- 62. Interest not to be paid on calls paid up.
- 63. Deposits for future bills not to be paid out of capital.
- 64. Railway not exempt from provisions of present and future general acts.
- 65. Expenses of act. [Company to pay.]

Parliament - Acts - North London Railway - 1. Own Acts

11. The North London Railway Act, 1868: 29 May 1868 (31 Vict. cap. iv (4)).

An act to confer certain additional Powers upon the North London Railway Company.

- 1. Short title. [The North London Railway Act, 1868.]
- 2. 8&9 Vict. cc. 18 & 20 and 23&24 Vict. c. 106 incorporated. [Lands Clauses Consolidation Act, 1845, Railways Clauses Consolidation Act, 1845, and Lands Clauses Consolidation Acts Amendment Act, 1860.]
- 3. Interpretation of terms.
- 4. Definition of term "parish clerk."
- 5. Power to construct new street in Hackney, and to stop up Blomfield Street North.
- 6. Provision for repair of new street in lieu of Blomfield Street North.
- 7. Power to stop up portion of Denbigh Terrace, Bow.
- 8. Power to widen bridges over Camden Road and Great College Street and over Priory Mews, Camden Town.
- 9. Power to widen bridge over Caledonian Road.
- 10. Power to construct works and to acquire an easement under certain roads in Islington.
- 11. Power to stop up portion of New Norfolk Street, Shoreditch.
- 12. Power to stop up further portion of Swan Yard, otherwise Albert Street Islington.
- 13. Power to purchase additional lands.
- 14. Powers for compulsory purchases limited. [Three years from 29 May 1868.]
- 15. For protection of sewers of Metropolitan and other Boards.
- 16. For the protection of the vestry of Saint Pancras.
- 17. Seven days notice to be given to Surveyor of Saint Mary, Islington, before breaking up roads.
- 18. Provision as to payment of rates in the parish of Saint Mary, Islington.
- 19. Claims for compensation by yearly tenants to be settled as prescribed by Sect. 121 of 8&9 Vict. c. 18. [Lands Clauses Consolidation Act, 1845.]
- 20. As to powers of leasing.
- 21. Deposits for future bills not to be paid out of capital.
- 22. Railway not exempt from provisions of present and future general acts.
- 23. Expenses of act. [Company to pay.]

Parliament - Acts - North London Railway - 1. Own Acts

12. The North London Railway Act, 1871: 25 May 1871 (34 Vict. cap. xii (12))

An Act for extending the time for the construction by the North London Railway Company of certain works connected with their railway; and for granting various additional powers to the Company.

- 1. Short title. [The North London Railway Act, 1871.]
- 2. Provisions of general acts herein named incorporated. [Lands Clauses Consolidation Act, 1845, Railways Clauses Consolidation Act, 1845, Lands Clauses Consolidation Acts Amendment Act, 1860, and Lands Clauses Consolidation Act, 1869.]
- 3. Extending certain provisions of 8&9 Vict. c. 16 and 26&27 Vict. c. 118. [Companies Clauses Consolidation Act, 1845, and Companies Clauses Act, 1863.]
- 4. Interpretation of terms. [The Company = North London Railway Company.]
- 5. Definition of term "parish clerks."
- 6. Extension of time for completion of new dock and cut into the River Thames at Poplar. [Three years from 25 May 1871.]
- 7. Authorising certain deviations in works at Maria Street and Plough Yard.
- 8. Power to purchase additional lands. [Including lands for improving new Highbury station.]
- 9. Powers for compulsory purchases limited. [Three years from 25 May 1871.]
- 10. Provision as to new road in the Parish of Saint Mary, Islington. [In connexion with improvements to new Highbury station.]
- 11. Provision as to land tax and poor's rate in respect of property in the Parish of Saint Mary, Islington.
- 12. Local rates to be made good in the Parish of Saint Pancras.
- 13. Power to raise additional capital by new shares. [£250,000.]
- 14. Shares not to issue until one fifth paid up.
- 15. Votes of shareholders.
- 16. Power to London and North-western Railway Company to take their proportionate amount of new capital.
- 17. Power to borrow money on mortgage in respect of additional capital authorised by this act. [Maximum £80,000.]
- 18. Arrears may be enforced by appointment of a receiver.
- 19. Former mortgages to have priority.
- 20. Application of moneys.
- 21. Defining capital of company.
- 22. Repeal of 87th section of 9&10 Vict. c. cccxcvi, and 11th section of 24&25 Vict. c. cxcvi. [The East and West India Docks and Birmingham Railway Act, 1846, s.87 Arches on the Camden Estate to be closed at each end; The North London Railway (City Branch) Act, 1861, s.11 Access to be provided from Sun Street to Liverpool Street Station.]

- 12. The North London Railway Act, 1871 (continued, page 2 of 2)
- 23. Houses and buildings belonging to Company, over or under their railway, may be held by them in perpetuity.
- 24. Power to hold in perpetuity land required for access to arches, &c, and to let same on lease.
- 25. Proviso as to property purchased from the Camden Estate.
- 26. Right of pre-emption of owner of Camden Estate.
- 27. Provision for sale of lands the user of which for railway purposes shall be discontinued by the Company.
- 28. Exemption from Building Acts to extend to buildings over stations.
- 29. Interest not to be paid on calls paid up.
- 30. Deposits for future bills not to be paid out of capital.
- 31. Railway not exempt from provisions of present and future general acts.
- 32. Expenses of act. [NLR to pay.]

Parliament - Acts - North London Railway - 1. Own Acts

13. North London Railway Act, 1874: 30 June 1874 (37 & 38 Vict. cap. lxxv (75)).

An Act to repeal certain provisions of the Acts relating to the North London Railway Company, and to confer various additional powers upon that Company; and for other purposes.

Subsequent changes

s.7 repealed in part - B.R.(Liverpool Street Station) 1983 (c.iv), s.26, sch.3.

- 1. Short title. [North London Railway Act, 1874.]
- 2. Provisions of certain general acts incorporated.
- 3. Interpretation of terms. [The Company = NLR Company.]
- 4. Definition of term "parish clerks."
- 5. Repeal of certain sections in the North London Railway (Additional Powers) Act, 1864, and the North London Railway Act, 1865. [Repealed: NLR Act, 1864, so much of s.7 as authorises new bridge over London and Blackwell Railway, and s.8; NLR Act, 1865, ss.40-46, and 49-56.]
- 6. Extension of time for completion of new dock. [New dock or basin at Poplar authorised by NLR Act, 1864, two years from 30 June 1874.]
- 7. Power to enter on lands and construct works. [Widen and enlarge bridge over London and Blackwall Railway; widen existing bridge over Wick Lane in parish of St. Mary, Stratford-le-Bow; and stop up Sun Street in parishes of St. Botolph Without, Bishopsgate and St. Leonard Shoreditch.]
- 8. As to the widening of the bridge over Wick Lane. [Span of forty feet. To support girders, iron columns permitted: two rows to range between footways and carriageway.]
- 9. Power to acquire additional lands.
- 10. Power to stop up and appropriate site of street called "Blackwall." [Parish of All Saints, Poplar.]
- 11. Company and Dock Company may agree as to use and exchange of lands.
- 12. Powers for compulsory purchases limited. [Three years from 30 June 1874.]
- 13. Amendment of sect. 12 of 27 & 28 Vict. c. ccxlvi as to construction of bridge over the London and Blackwall Railway. [NLR Act, 1964.]
- 14. Company may apply corporate funds.
- 15. Power to the Company to hold in perpetuity certain lands and houses.
- 16. Extension of time for sale of superfluous lands. [s.54 NLR Act, 1867. Ten years from 30 June 1874.]
- 17. Deposits for future bills not to be paid out of capital.
- 18. Railway not exempt from provisions of present and future general acts.
- 19. Expenses of act. [Company to pay.]

Parliament - Acts - North London Railway - 1. Own Acts

14. North London Railway Act, 1883: 18 June 1883 (46 Vict. cap. xxv (25)).

An act to confer further Powers upon the North London Railway Company for the acquisition of Lands and the raising of Capital; and to empower the London and North Western Railway Company to subscribe towards such Capital; and for other purposes.

- 1. Short title. [North London Railway Act, 1883.]
- 2. Incorporation of general acts. [Lands Clauses Consolidation Acts, 1845, 1860, 1869; Companies Clauses Act, 1863.]
- 3. Interpretation. [The Company = North London Railway Company.]
- 4. Power to acquire additional lands.
- 5. Protecting sewers, &c, on lands within the Metropolis.
- 6. For protection of the East London Waterworks Company.
- 7. Power to owners to grant easements.
- 8. Notice to be given of taking houses of labouring classes by Company. [Not less than eight weeks when fifteen or more houses taken in any one parish.]
- 9. Company to procure accommodation for persons of labouring classes to be displaced. [Before displacement. Questions to be determined by a justice.]
- 10. Period for compulsory purchase of lands. [Three years from 18 June 1883.]
- 11. Extinguishments of rights of way.
- 12. Vesting of site and soil of portions of roads, &c, stopped up.
- 13. Extending power of the Company to hold certain lands and houses in perpetuity.
- 14. Extending time for sale of superfluous lands. [Ten years from 18 June 1883.]
- 15. Repeal of provisions as to River Lee navigation. [ss.77-79 of EWIDBJR Act, 1846 and s.34 of NLR Act, 1865.]
- 16. Power to Company to raise additional capital. [£250,000.]
- 17. Shares not to be issued until one fifth thereof paid up.
- 18. Votes and qualifications in respect of Company's capital.
- 19. Power to North-western Company to take their proportionate amount of new capital.
- 20. Power to Company to borrow money on mortgage in respect of additional capital. [£83,300.]
- 21. Repealing provisions of Company's former acts with respect to appointment of a receiver.
- 22. For appointment of a receiver by Company's mortgagees.
- 23. Power to Company to convert into stock the borrowed capital to be raised under this act.
- 24. Application of moneys by Company.
- 25. Power to North-western Company to raise money by creation of shares or stock.
- 26. Shares created by North-western Company not to be issued until one fifth paid up.
- 27. Incidents of North-western Company's new capital.

- 14. North London Railway Act, 1883 (continued, page 2 of 2)
- 28. Dividends on shares or stock of North-western Company.
- 29. Votes and qualifications in respect of new shares or stock of North-western Company.
- 30. New shares or stock raised by North-western Company under this act and other acts may be of same class.
- 31. Receipt clause in cases of persons not *sui juris*.
- 32. Application of moneys.
- 33. Interest not to be paid on calls paid up.
- 34. Deposits for future bills not to be paid out of capital.
- 35. Provision as to general railway acts.
- 36. Costs of acts. [Company to pay.]

Parliament - Acts - North London Railway - 1. Own Acts

15. North London Railway Act, 1885: 31 July 1885 (48&49 Vict. cap. cxliv (144)).

An act to enable the North London Railway Company to widen their Railway near Columbia Market, Bethnal Green; and for other purposes.

Whereas it is expedient that the North London Railway Company ... should be empowered to widen their railway and to lay downs sidings in connexion therewith in the neighbourhood of Columbia Market Bethnal Green and to enter into agreements with the owner of the said market as in this act provided ...

- 1. Short title. [North London Railway Act, 1885.]
- 2. Incorporation of general acts.
- 3. Interpretation.
- 4. Power to enter on lands and construct works. [Widen and lay down additional lines on east side of railway in parish St. Leonard Shoreditch: between a point about 20 yards south of Pearson Street, and a point about 94 yards south of Harwar Street.]
- 5. Tolls
- 6. Provision for works in Nichols Square. [Permission to construct signal box and erect signals on viaduct notwithstanding s.36 of North London Railway (City Branch) Act, 1861. Presumably, with erection of signals celibacy ceased.]
- 7. Protecting sewers, &c. on lands within the metropolis.
- 8. Bridges over roads in the metropolis.
- 9. Exhibition of placards. [On parapets of bridges not allowed, except those relating to the business of the Company.]
- 10. Provision as to payment of rates in the parish of St. Leonard Shoreditch.
- 11. Road under Harwar Street to be lighted in a certain event. [If the vestry of St. Leonard's sees fit.]
- 12. For the protection of the East London Waterworks Company.
- 13. For the protection of the Gas Light and Coke Company.
- 14. Power to owners to grant easements.
- 15. As to taking houses of labouring class.
- 16. Period for compulsory purchase of lands. [Three years from 31 July 1885.]
- 17. Extinguishment of rights of way.
- 18. Vesting of site and soil of portion of street stopped up.
- 19. Power to agree with owner of Columbia Market as to junctions, &c.
- 20. Power to make working agreements with owner of Columbia Market.
- 21. Power to Company to raise additional capital. [£50,000.]
- 22. Shares not to be issued until one fifth part thereof paid up.

- 15. North London Railway Act, 1885 (continued, page 2 of 2)
- 23. Votes and qualifications in respect of Company's capital.
- 24. Receipt to Company in case of persons not *sui juris*.
- 25. Power to North-western Company to take their proportionate amount of new capital.
- 26. Power to Company to borrow money on mortgage in respect of additional capital. [£16,600.]
- 27. Repealing provisions of Company's former acts with respect to appointment of a receiver.
- 28. For appointment of a receiver by Company's mortgagees.
- 29. Power to Company to convert into stock the borrowed capital to be raised under this act.
- 30. Application of moneys raised by Company.
- 31. Power to North-western Company to raise money by creation of shares or stock.
- 32. Shares created by North-western Company not to be issued until one fifth part thereof paid up.
- 33. Incidents of North-western Company's new capital.
- 34. Dividends on new shares or stock of North-western Company.
- 35. Votes and qualifications in respect of new shares or stock of North-western Company.
- 36. New shares or stock raised by North-western Company under this act and other acts may be of same class.
- 37. Receipt to North-western Company in case of persons not *sui juris*.
- 38. Application of moneys.
- 39. Interest not to be paid on calls paid up.
- 40. Deposits for future bills not to be paid out of capital.
- 41. Provisions as to general railway acts
- 42. Costs of act. [Company to pay.]

Parliament - Acts - North London Railway - 1. Own Acts

16. North London Railway Act, 1897: 6 August 1897 (60&61 Vict. cap. cxc (190)).

An Act to enable the North London Railway Company to improve the access to the Poplar Dock and for other purposes.

- 1. Short title. [North London Railway Act, 1897.]
- 2. Incorporation of general acts.
- 3. Interpretation.
- 4. Power to execute works. [Widen the approach or entrance to Poplar Dock; remove and abandon lock gates; lengthen bridge across approach; enlarge and deepen access to Poplar Dock to take larger vessels.]
- 5. Works to form part of Poplar Dock. [For all rates charges, agreements, &c.]
- 6. Power to deviate in construction of works. [Not exceeding five feet.]
- 7. For protection of dock company and joint committee.
- 8. For protection of Great Western Railway Company.
- 9. For protection of Great Northern Railway Company.
- 10. Power to owners to grant easements, &c.
- 11. Restrictions on taking houses of labouring class.
- 12. Period for compulsory purchase of lands. [Three years from 6 August 1897.]
- 13. Power to Company to raise additional capital. [Maximum £30,000.]
- 14. Shares not to be issued until one-fifth part thereof paid up.
- 15. Votes and qualifications in respect of Company's capital.
- 16. Power to Company to borrow money on mortgage in respect of additional capital. [Maximum £10,000.]
- 17. Receipt to Company in case of persons not sui juris.
- 18. As to appointment of a receiver.
- 19. Power to Company to convert into debenture stock the borrowed capital to be raised under this act.
- 20. Application of moneys raised by Company.
- 21. Interest not to be paid on calls paid up.
- 22. Deposits for future bills not to be paid out of capital.
- 23. Provision as to general railway acts.
- 24. Costs of act. [Company to pay.]

Parliament - Acts - 2 NLR - Other Railways

Acts of Parliament North London Railway Acts of Other Railways

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The Columbia Market Act. 1885.

The Columbia Market (Extension of Time) Act, 1888.

The Columbia Market Railways (Abandonment) Act, 1890.

Great Northern Railway

The Great Northern Railway Act, 1859. [Cattle Station.]

The Great Northern Railway Act, 1861. [Amends 1859 act.]

The Great Northern Railway (Various Powers) Act, 1872. [Canonbury Curve.]

The Great Northern Railway (Further Powers) Act, 1874. [NLR bridge over GNR.]

The Great Northern Railway Act, 1894. [Canonbury Curve.]

London and North Western Railway

For explanations: see Acts of Parliament - General.

Board of Trade

1. Railway Rates and Charges, No 16 (North London Railway) Order Confirmation Act, 1892: 20 June 1892 (55 & 6 Vict. cap. liv (54)).

An Act to confirm a Provisional Order made by the Board of Trade under the Railway and Canal Traffic Act, 1888, containing the Classification of Merchandise Traffic, and the Schedule of Maximum Rates and Charges applicable thereto, of the North London Railway Company.

Runs to 46 pages on fares and charges in great detail (eg corn crushers and and dill). *Note:* should anyone research this Act, or any of the other Rates and Charges Acts passed on the same day, "e.o.h.p." is an abbreviation for "except otherwise herein provided," not some exotic merchandise.

Columbia Market Railways

Columbia Market Acts

These first four acts are shown for completeness:

Columbia (Bethnal Green) Market and Approaches Act, 1866 (29 & 30 Vict. cap. ii (2)).

Columbia Market [Bethnal Green] Approaches and Tramways Act, 1871 (34 & 35 Vict. cap. clii (152)).

ss. 6-14,20-31,33 extended and applied by Columbia Market Act, 1873 (c.cxxxiii), s.11.

Columbia Market [Bethnal Green] Act, 1873 (36 & 37 Vict. cap. cxxxiii (133)).

s. 5 repealed by Columbia Market Act, 1875 (c.iii), s.4.

ss. 12-19 repealed by Columbia Market Act, 1875 (c.iii), s.7.

Columbia Market [Bethnal Green] Act, 1875 (38 & 39 Vict. cap. iii (3)).

Columbia Market Railways Acts

1. The Columbia Market Act, 1885: 16 July 1885 (48 & 49 Vict. cap. lxxiv (74))

An act to empower the owners of Columbia Market to make certain railways and acquire certain lands for the convenience of the market and for other purposes.

... And whereas the construction of the railways and new street in this act particularly described would facilitate the traffic and access to and from the market and be of public and local advantage ... the market owners if empowered in that behalf are willing at their own expense to make such railways and new street.

... And whereas it is expedient that the market owners should be empowered to enter into and carry into effect agreements with certain railway companies as herein-after provided...

Subsequent changes:

Section 8 by section 4 of The Columbia Market (Extension of Time) Act, 1888.

Act repealed by The Columbia Market Railways (Abandonment) Act, 1890.

Section:

- 1. Short title. [The Columbia Market Act, 1885.]
- **4.** Power to make railways.

[No. 1.1 furlong 0.70 chains, *from* a yard adjoining No. 30A Harwar Street, Shoreditch, *to* house No. 25 Long Street, Shoreditch.

No. 2. 4.10 chains, *from* junction with railway No. 1, *to* house No. 102 Hackney Road, Bethnal Green.]

- **8.** Period for completion. [Five years from 16 July 1885. Extended to two years from 16 July 1890 by s. 4 of The Columbia Market (Extension of Time) Act, 1888.]
- **10.** Certain lands belonging to the North London Railway Company not to be taken without their consent. [Must be in writing under common seal.]
- 11. Market owners empowered to underpin or otherwise strengthen houses near railways.
- 13. Height and span of bridges, &c. [Over Harwar Street clear headway not less than 18 feet. Width not less than width of existing bridge of NLR Company over same street.]
- **32.** Power to enter into working agreements with railway companies.

Parliament - Acts - 2 NLR - Other Railways

- 33. The North London Railway Company may give facilities for traffic. [The NLR Company may receive and deliver to and from their undertaking traffic of every description. Terms to be agreed between them and market owners].
- **34.** Agreements as to rebates, &c. [Including with NLR, GER, GWR, GNR, LNWR, MidR, LTSR, LSWR, LBSCR, NSWJR, LCDR and ELR Companies.]
- **36.** Provision as to general railway acts.
- 2. The Columbia Market (Extension of Time) Act, 1888: 27 April 1888 (51 & 52 Vict. cap. iii (3))

An act to extend the time for purchasing land and completing the railways and works authorised by The Columbia Market Act, 1885.

Section:

- 1. Short title. [The Columbia Market (Extension of Time) Act, 1888.]
- **4.** Extension of time for completion of railways and new street. [Two years from 16 July 1890]
- 3. The Columbia Market Railways (Abandonment) Act, 1890: 2 May 1890 (53 & 54 Vict. cap. iii (3))

An act for the abandonment of the railways and new street authorised by the The Columbia Market Act, 1885.

Whereas ... two short railways and a new street ... the said railways being for the purpose of connecting the said market by means of the North London Railway with the systems of various great railway companies having terminii in London ...

- 1. Short title. [The Columbia Market Railways (Abandonment) Act, 1890.]
- **3.** Abandonment of works.

Parliament - Acts - 2 NLR - Other Railways

Great Northern Railway

1. The Great Northern Railway Act, 1859: 19 April 1859 (22 Victoria chapter xxxv (35)) [Cattle Station]

An act to facilitate the communication between the Great Northern Railway and the North London Railway; etc,

Subsequent changes:

Section 11 amended by section 39 of the Great Northern Railway Act 1861.

Section:

- 3. Construction powers for railway.
- 4. Description of railway.
 - [from junction at Islington with main line of Company at 20 yards south of south-east end of Copenhagen Tunnel
 - to junction with branch line of Company which connects goods department of Company with North London Railway near Cattle Station of North London Railway Company at St. Pancras.]
- 6. Powers to take lands for improving station for facilitating the interchange of traffic between Great Northern Railway and North London Railway improving the station of the same railway. [But not within 20 feet of slope of North London Railway embankment.]
- 7. Reserving certain powers for North London Railway Company. [Nothing to prevent widening their existing bridge over the Great Northern Railway to three or four tracks.]
- 11. Time for completion of railway two years from 19 April 1859. [Section 39 of GNR Act, 1861, extends period to 1 September 1862.]
- 30. Short Title. [The Great Northern Railway Act, 1859]

2. The Great Northern Railway Act, 1861: 12 June 1861 (24&25 Vict. cap. lxx)(70)

An act to vest in the Great Northern Railway Company the Hertford, Luton and Dunstable Railway, and other purposes relating to the same Company.

- 39. Time granted by 22 Vict. c. xxxv extended. [From 19 April 1861 to 1 September 1862. This act deals with the vesting of HLDR apart from this section which was slipped into the middle of it!]
- 44. Short title. [The Great Northern Railway Act, 1861.]

Parliament - Acts - 2 NLR - Other Railways

3. The Great Northern Railway (Various Powers) Act, 1872: 18 July 1872 (35 & 36 Vict. cap cxxviii (128)) [Canonbury Curve]

An act to confer further powers upon Great Northern Railway Company.

Section:

- 1. Short Title. [The Great Northern Railway (Various Powers) Act, 1872]
- 10. Railways in Middlesex
 - (a) Construction powers for railway:

1 mile 2 furlongs 50 (sic) chains at Islington

from junction with up line of Company near south end of bridge over Seven Sisters' Road

to junction with North London Railway near bridge under Highbury Grove

(b) Construction powers for railway:

3 furlongs 3 chains at Islington

from junction with Railway (a)

to junction with down line of Company

- 20. Date for completion of railways in Middlesex 1 August 1877
- **4.** The Great Northern Railway (Further Powers) Act, 1874: 30 July 1874 (37 and 38 Victoria chapter clviii (158)) [NLR bridge over GNR]

An act to grant further powers to the Great Northern Railway Company with relation to their undertaking; and for other purposes.

Subsequent changes:

Sections 7-10 continued (conditional.) - B.R.(London) 1988 (c.xi), section 10(2)(b), Schedule 2.

Section:

- 1. Short Title. [The Great Northern Railway (Various Powers) Act, 1872]
- 5. Power to execute works according to deposited plans.
 - [No.2. 5 furlongs 2 chains at Islington

from junction with railway of Company near south face of North London Railway bridge over railway

to junction with railway of Company near north face of bridge under Caledonian Road

No.2A. 4 chains at Islington

from junction with branch railway connecting railway of Company with North London Railway near north face of bridge of North London Railway over railway of Company to junction with Railway No.2 at 5 chains from commencement of Railway No.2

No.2B. 2 furlongs 2 chains at Islington

from junction with Railway No.2 at 210 yards south of north entrance of Copenhagen Tunnel

to junction with railway of Company at south face of bridge under Caledonian Road.]

- 11. For protection of railway and works of North London Railway Company. [Not to endanger of affect foundations or piers of bridge over GNR nor without of NLR take, use, enter upon or interfere with railway, works and lands of North London Railway. All works, etc, to be agreed by the Engineer of the North London Railway.]
- 31. Period for completion of railways. [Five years from 30 July 1874.]

Parliament - Acts - 2 NLR - Other Railways

5. The Great Northern Railway Act, 1894: 3 July 1894 (57 and 58 Victoria chapter lxxv (75)) [Junctions with Canonbury Curve at northern end]

An act confer further powers upon the Great Northern Railway Company with respect their own undertaking and to vest in ... and for other sources.

Subsequent changes:

- 1. Short title: [The Great Northern Railway Act, 1894]
- 5. Power to make railways, &c. [At Finsbury Park:
 - No.1. 4 furlongs 3.77 chains from junction at Islington with down slow line of Company to junction at Hornsey with said line of Company.
 - No.2. 4 furlongs 0.4 chains from junction at Islington with down passenger line of Canonbury Branch to junction at Hornsey with Railway No.1 at 240 yards south from up line bridge of High Barnet Branch over main line.
 - No.3. 3 furlongs 4.2 chains at Islington from junction with down line of Canonbury Branch to junction with Railway No.2 at south-east side of Wells Road at 9 yards from junction with Stroud Green Road.
 - No.4. 4 furlongs 3.3 chains from junction at Islington with down goods line of Canonbury Branch to junction at Hornsey with down goods line of Company.
 - No.5. 5 chains at Islington
 from junction with Railway No.4 at 65 yards south-west of milk traffic shed of
 Company at Finsbury Park Station
 to junction with coal sidings of Company in Finsbury Park Coal Yard adjoining
 Stroud Green Road.]
- 7. Period for completion of railways. [Five years from 3 July 1894.]

Parliament - Acts - 2 NLR - Other Railways

London and North Western Railway

The London and North-western Railway (New Works and Additional Powers) Act, 1867: 15 July 1867 (30&31 Vict. cap. cxliv (144)).

An Act for conferring additional Powers on the *London and North-western* Railway Company in relation to their own Undertaking and the Undertakings of other Companies; and for other Purposes.

- 1. Short Title. [The London and North-western Railway (New Works and Additional Powers) Act, 1867.]
- 67. Confirming Agreement with North London and North and South Western Junction Railway Companies. [Agreement recited in Schedule (D.).]
- Schedule (D.). Agreement dated 17 August 1866 between LNWR (as owner of HJR), NLR and NSWJR. Confirms traffic to continue to be worked by NLR. Rates and fares to divided in accordance with RCH regulations rateably between companies according to length of line passed over. An allowance of 311/3% of mileage receipts in favour of company providing engine and rolling stock.

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

Acts of Parliament North and South Western Railway

Contents

- 1. The North and South Western Junction Railway Act, 1851: 24 July 1851 (14&15 Vict. 2-4 cap. c).
 - To make a railway from loop line of the Windsor, Staines, and South-western (Richmond to Windsor) Railway at Old Kew Junction to London and North-western Railway at Willesden, with a branch (Kew Curve).
- 2. The North and South Western Junction Railway Act, 1853: 28 June 1853 (16&17 Vict. 5-8 cap. lxix).
 - To construct the Hammersmith branch and to raise additional capital. Repeals NSWJR Act, 1851.
- 3. The North and South Western Junction Railway Act, 1854: 10 July 1854 (17&18 Vict. 9-12 cap. cxli).
 - To raise additional capital. Repeals NSWJR Act, 1853.
- 4. The North and South Western Junction Railway Act, 1864: 23 June 1864 (27&28 Vict. 13 cap. cxiii).
 - To acquire additional lands and to raise additional capital.
- 5. The North and South Western Junction Railway Act, 1868: 25 June 1868 (31&32 Vict. 14-15 cap. l).
 - Deviation at southern end of railway; to confirm agreement with LSWR exchange of lands for deviation and Kew Curve and to raise additional capital.
- 6. The North and South Western Junction Railway Act, 1871: 14 August 1871 (34&35 Vict. 16-17 cap. cxcii).
 - Agreement for leasing the NSWJR in perpetuity to LNWR, MidR and NLR

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

1. The North and South Western Junction Railway Act, 1851: 24 July 1851 (14&15 Vict. cap. c (100)).

An Act for the making a Railway from the Loop Line of the *Windsor, Staines, and South-western (Richmond to Windsor)* Railway in the Parish of *Ealing* in the County of *Middlesex* to the *London and North-western* Railway in the Parish of *Hammersmith* in the said County, with a Branch, to be called "The *North and South-Western Junction* Railway."

Subsequent changes

Repealed (saving) by NSWJR Act, 1853 (cap. lxix), sections 4, 8, and schedule. Sections marked * remained in full force when this Act was repealed by the NSWJR Act, 1853 and when the latter act was itself repealed by NSWJR Act, 1854.

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I. Provisions of 8&9 Vict. cc. 16, 18, & 20, incorporated with this Act. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845.]

II. Short Title. [The North and South Western Junction Railway Act, 1851.]

III. Subscribers incorporated. [Incorporation of company as The North and South Western Junction Railway Company.]

IV. Capital. [£50,000.]

V. Number and amount of shares. [5,000 at £10 each.]

VI. Calls. [£2/10/- maximum in one call, 3 months between calls and four-fifths of total cost in any one year.]

VII. Interest not to be paid on calls paid up.

VIII. Deposits for future bills not to be paid out of the Company's capital.

IX. Power to borrow money. [£16,666.]

X. First and other meetings. [Within eight months from 24 July 1851, thence half yearly on 1 February and 1 August or within one calendar month either way.]

XI. Directors. [Nine and owning 30 shares each.]

XII. Power to vary the number of directors. [Minimum of 7, maximum of 13.]

XIII. First directors. [William James Caplin, Henry Charles Lacy, Ross Donnelly Mangles, Richard Creed, Thomas Hill, Thomas Robinson Davison, Henry Tootal, George Cooper, Charles Jack.]

XIV. Election of directors at first ordinary meeting.

XV. Subsequent election of directors.

XVI. Quorum of directors. [Four directors.]

XVII. Committee of directors. [Minimum of three, maximum of five, quorum of two.]

XVIII. Advertisements. [Advertisements in relation to company affairs to be in a newspaper published in Middlesex.]

XIX. Power to make the railway according to deposited plans.

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

1. The North and South Western Junction Railway Act, 1851 (continued page 2 of 3)

XX. Line of railway. [Railway: *from* junction with Loop Line of Windsor Staines and South-western (Richmond to Windsor) Railway in the parish of Ealing; *to* junction with London and North-Western Railway in the parish of Hammersmith. Branch: in the parish of Ealing *from* junction with railway; *to* junction with Loop Line of Windsor Staines and South-western (Richmond to Windsor) Railway.]

XXI. Certain roads may be crossed on the level. [Nos. 32 and 159 on the deposited plans in the parish of Acton.]

XXII. Company to erect a station or lodge at points of crossing, and to abide by regulations of Commissioners of Railways.

XXIII. Commissioners of Railways may require bridges to be erected in lieu of level crossings.

XXIV. Lands for extraordinary purposes. [Up to 25 acres.]

XXV. Period for compulsory purchase of land limited. [Two years from 24 July 1851.]

XXVI. Period for completion of works. [Four years from 24 July 1851.]

XXVII. Tolls.

On articles of merchandize.

On animals, &c. Tolls for passengers.

XXVIII. Regulations as to the tolls.

Tolls for small parcels and articles of great weight.

XXIX. Passengers luggage. [1st class 150lbs, 2nd class 100lbs, 3rd class 60lbs without charge.]

XXX. Maximum rates of charges for passengers.

XXXI. Maximum charges for goods and animals.

XXXII. Restriction as to charges not to apply to special trains.

XXXIII. Company may take increased charges by agreement.

*XXXIV. Communication of railway with the London and North-western.

Construction of such Communications. [To entire satisfaction of principal engineers of LNWR.]

*XXXV. Communications, &c, to be made at the cost of the North and South Western Junction Railway Company, and subject to the approval of the Engineer of the London and North-western Railway Company.

*XXXVI. Land not to be entered upon except for forming junction, without consent of London and North-western Company.

*XXXVII. Saving rights of the London and North-western Railway Company.

*XXXVIII. Construction of railway with reference to the Windsor, Staines, and South-western (Richmond to Windsor) Railway. [To entire satisfaction of principal Engineer of LSWR.]

*XXXIX. Communications, &c, to be made at the cost of the North and South Western Junction Railway Company, and subject to approval of the Engineer of the London and South-

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

western Railway Company.

1. The North and South Western Junction Railway Act, 1851 (continued page 3 of 3)

- *XL. Land not to be entered upon, except for forming junction, without consent of London and South-western Railway Company.
- *XLI. Saving rights of the London and South-western, and Windsor, Staines, and South-western (Richmond to Windsor) Railway Companies.
- XLII. No works to be executed under this act that shall interfere with works under the control of the Metropolitan Commissioners of Sewers, without consent.
- *XLIII. Saving rights of the Grand Junction Canal Company.
- *XLIV. Directing the mode of constructing bridge over the Grand Junction Canal. [Over waterway 10 feet clearance above top-water level and minimum span 21 feet; over towpath 8 feet clearance and span 9 feet.]
- *XLV. In case of obstruction to Grand Junction Canal.
- *XLVI. Regulating the crossing over the Metropolis Turnpike Road at Acton.
- *XLVII. Only one half of the road to be interfered with at one time.
- *XLVIII. General Surveyor may require a temporary road to be substituted.
- *XLIX. Works connected with such crossing to be completed within six months from the commencement
- *L. Alterations may be made in works, with consent of Commissioners of Metropolis Roads.
- *LI. All works connected with the Metropolis roads to be constructed under superintendence of General Surveyor of the Commissioners.
- *LII. If Company fail to keep works in repair, the Metropolis Roads Commissioners may repair the same, charging the expense to the Company.
- *LIII. Bridge over the Great Western Railway.
- *LIV. Directing the construction of an arch if certain works are executed.
- *LV. Company, with consent of parishioners, &c, may stop up a certain footpath, making in lieu thereof a raised footpath upon road adjoining. [Church Field in parish of Acton.]
- LVI. Single line of rails may be first laid down, conditioned that Company prepare to lay down double line when ordered by Commissioners of Railways.
- LVII. Railway and Company to be subject to provisions of 1&2 Vict. c. 98, 3&4 Vict. c. 97, 5&6 Vict. c. 55, 7&8 Vict. c. 85, and 9&10 Vict. cc. 57 & 105. [See Parliament Acts General.]
- LVIII. Railway not exempt from provisions of future general acts.

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

2. The North and South Western Junction Railway Act, 1853: 28 June 1853 (16&17 Vict. cap. lxix (69)).

An Act for enabling the *North and South Western Junction* Railway Company to construct a Branch to near *Hammersmith*, and to raise additional Capital; and for other Purposes.

Subsequent changes

Repealed (except ss. 47, 56, 57) by NSWJR Act, 1854 (cap. cxli), ss. 4, 8, and schedule. Those sections marked ** are those that remained in full force when this Act was repealed by NSWJR Act, 1854.

I. She	ort title. [The North	and South Western J	function Railway	Act, 1853.]
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II. Commencement of act. [From passing of this act, Tuesday 28 June 1853, fourth Wednesday, 20 July 1953.]

III. 8&9 Vict. cap. 16, 18, & 20, incorporated with this act. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845.]

IV. Recited act repealed. [NSWJR Act, 1851.]

V. Company to remain incorporated. ["The North and South Western Junction Railway Company."]

VI. Company to remain entitled to property.

VII. Company to remain entitled to rights under other acts.

VIII. Sections of recited act in Schedule (although repealed) to remain in force.

IX. Conveyances, &c, to remain in force.

X. Actions not to abate.

XI. As to monies paid into the Bank of England, &c.

XII. Shareholders shall continue to pay calls.

XIII. Debts due to and by the Company to be paid to and by them.

XIV. Byelaws, &c, to remain in force.

XV. Books to be Evidence.

XVI. Directors to remain in Office.

XVII. Officers to continue.

XVIII. Capital. [£65,000; 6,500 shares of £10 each.]

XIX. Calls. [£2/10/- maximum in one call, 3 months between calls and four-fifths of total

cost in any one year.]

XX. As to appropriation of certain shares. [5,000 issued under NSWJR Act, 1851.]

XXI. Certain shares to be subject to the same trusts as now existing shares.

XXII. As to certificates of 5000 shares. [Not necessary to renew old shares.]

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

2. The North and South Western Junction Railway Act, 1853 (continued page 2 of 4)

XXIII. Certain shares to be disposed of by directors. [Unissued shares.]

XXIV. Power to borrow on mortgage. [Maximum £20,666.]

XXV. Priority for existing mortgages.

XXVI. Arrears may be enforced by appointment of receiver.

XXVII. Interest not to be paid on calls paid up.

XXVIII. Deposits for future bills not to be paid out of Company's capital.

XXIX. Application of monies.

XXX. Ordinary meetings. [Half yearly on 1 February and 1 August or within one calendar month either way.]

XXXI. Number of directors. [Nine and owning 30 shares each.]

XXXII. Power to reduce the number of directors. [Seven minimum.]

XXXIII. Quorum for meetings. [Four directors.]

XXXIV. Number of committees. [Minimum of three, maximum of five, quorum of two directors.]

XXXV. Receipts on behalf of incapacitated Persons. [For minor, idiot or lunatic may be made to guardian.]

XXXVI. Newspaper for advertisements. [Advertisements in relation to company affairs to be in a newspaper published in Middlesex.]

XXXVII. Company empowered to maintain existing railway.

XXXVIII. Power to take lands for new works. [Hammersmith branch.]

XXXIX. Lands for extraordinary purposes. [10 acres.]

XL. Period for compulsory purchase of lands. [Two years from 28 June 1853.]

XLI. Branch Railway and Works [Hammersmith branch: *from* junction at Acton with NSWJR at 22 yards or thereabouts north from level crossing of Turnham Green Lane: *to* market garden in occupation of George Henry Matyear in the parish of Chiswick.]

XLII. A certain road may be crossed on the level. [On deposited plans No 1 in Chiswick and No 6 in Hammersmith.]

XLIII. Company to erect a station or lodge at points of level crossings, and to abide by regulations of Board of Trade:

XLIV. who may require bridges to be erected in lieu of level crossings. [Board of Trade.]

XLV. Period for completion of works. [Branch within three years from 28 June 1853.]

XLVI. After three years, no dividend to be payable upon certain unguaranteed shares, unless branch railway be opened for traffic.

**XLVII. As to works under the jurisdiction of the Metropolitan Commissioners of Sewers.

XLVIII. Tolls.

Tonnage on articles of merchandise.

Tolls for animals, &c.

NORTH LONDON RAILWAY SOURCE BOOK
Parliament - Acts – North and South Western Junction Railway – 1 Own Acts

Tolls for passengers.

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

2. The North and South Western Junction Railway Act, 1853 (continued page 3 of 4)

XLIX. Regulations as to the tolls:

Short distances:

Fractional parts of a ton:

General weight:

Weight of stone and timber.

L. Tolls for small parcels and articles of great weight.

LI. Passengers luggage. [1st class 150lbs, 2nd class 100lbs, 3rd class 60lbs without charge.]

LII. Maximum rates of charges for passengers.

LIII. Maximum charges for goods and animals.

LIV. Restrictions as to charges not to apply to special trains.

LV. Company may take increased charges by agreement.

**LVI. Saving rights of certain railway companies. [LNWR, GWR, LSWR, Windsor Staines and SW (Richmond to Windsor) Railway.]

**LVII. Saving rights of Grand Junction Canal Company.

LVIII. Railway, &c, not exempt from provisions of 1&2 Vict. c. 98, 3&4 Vict. c. 97, 5&6 Vict. c. 55, 7&8 Vict. c. 85, 9&10 Vict. c. 57, and 14&15 Vict. c. 61. [See Parliament - Acts - General.]

LIX. Railway, &c, not exempt from provisions of future general acts.

LX. Expenses of act. [Company to pay.]

Schedule (see s.VIII of this act)

Sections of NSWJR Act, 1851 to remain in full force:

XXXIV. Communication and construction of railway with the London and North-western Railway. [To entire satisfaction of principal engineers of LNWR.]

XXXV. Communications, &c, to be made at the cost of the North and South Western Junction Railway Company, and subject to the approval of the Engineer of the London and North-western Railway Company.

XXXVI. Land not to be entered upon except for forming junction, without the consent of London and North-western Company.

XXXVII. Saving rights of the London and North-western Railway Company.

XXXVIII. Construction [of] railway with reference to the Windsor, Staines, and South-western (Richmond to Windsor) Railway. [To entire satisfaction of principal Engineer of LSWR.]

XXXIX. Communications, &c, to be made at the cost of the North and South Western Junction Railway Company, and subject to approval of the Engineer of the London and Southwestern Railway Company.

XL. Land not to be entered upon, except for forming junction, without the consent of the London and South-western Railway Company.

XLI. Saving rights of the London and South-western, and Windsor, Staines, and South-western (Richmond to Windsor) Railway Companies.

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

2. The North and South Western Junction Railway Act, 1853 (continued page 4 of 4)

XLIII. Saving rights of the Grand Junction Canal Company.

XLIV. Directing the mode of constructing bridge over the Grand Junction Canal. [Over waterway 10 feet clearance above top-water level and minimum span 21 feet; over towpath 8 feet clearance and span 9 feet.]

XLV. In case of obstruction to Grand Junction Canal.

XLVI. Regulating the crossing over the Metropolis turnpike road at Acton.

XLVII. Only half the road to be interfered with at once.

XLVIII. General Surveyor may require a temporary road to be substituted.

XLIX. Works connected with such crossing to be completed within six months from the

commencement.

L. Alterations may be made in the works, with the consent of the Commissioners of the

Metropolis Roads.

LI. All works connected with the Metropolis roads to be constructed under the

superintendence of the General Surveyor of the Commissioners.

LII. If the Company fail to keep works in repair, the Metropolis Roads Commissioners may

repair the same. [Charging the expense to the Company.]

LIII. Bridge over the Great Western Railway.

LIV. Directing the construction of an arch if certain works executed.

LV. As to diverting a footpath, in the parish of Acton.

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

The North and South Western Junction Railway Act, 1854: 10 July 1854 (17&18 Vict. cap. cxli (141)).

An Act for enabling the London and South Western Junction Railway Company to raise additional Capital and for other Purposes.

Subsequent changesNone found

XXI.

XXII.

None found.	
Section I.	Short title. [The North and South Western Junction Railway Act, 1854.]
II.	Commencement of act. [From passing of this act, Monday 10 July 1854, fourth Wednesday, 2 August 1854.]
III.	8&9 Vict. cap. 16, 18, & 20, incorporated. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845.]
IV.	Recited act repealed. [NSWJR Act, 1853.]
V.	Company to remain incorporated. ["The North and South Western Junction Railway Company".]
VI.	Company to remain entitled to property.
VII.	Company to remain entitled to rights under other acts.
VIII.	Sections of recited acts in schedule to this act to remain in force.
IX.	Conveyances, &c, to remain in force.
X.	Present act not to affect anything done under recited acts previous to commencement of this Act.
XI.	Actions not to abate.
XII.	As to monies paid into the Bank of England, &c.
XIII.	Shareholders to pay calls.
XIV.	Debts due to and by the Company to be paid to and by them.
XV.	Byelaws, &c, to remain in force.
XVI.	Books to be evidence.
XVII.	Directors to remain in office.
XVIII.	Officers to continue.
XIX.	Capital. [£80,000, 8,000 shares of £10 each.]
XX.	Calls. [£2/10/- maximum in one call, 3 months between calls and four-fifths of total cost in any one year.]

Certain shares to be appropriated to existing shareholders, and to be subject to existing

trusts. [6500 shares already issued.]

Certificates of shares. [Not necessary to renew old shares.]

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

3. The North and South Western Junction Railway Act, 1854 (continued page 2 of 4)

XXIII. As to the disposal of 1,500 Shares.

XXIV. Power to borrow on mortgage. [Maximum £25,600.]

XXV. Existing mortgages to have priority.

XXVI. Arrears may be enforced by appointment of receiver.

XXVII. Interest not to be paid on calls paid up.

XXVIII. Deposits for future bills not to be paid out of the Company's capital.

XXIX. Application of monies.

XXX. Ordinary meetings. [Half yearly on 1 February and 1 August or within one calendar month either way.]

XXXI. Number of directors. [Nine and owning 30 shares each.]

XXXII. Power to reduce the number of directors. [Seven minimum.]

XXXIII. Quorum for meetings of directors. [Four directors.]

XXXIV. Number of committees of directors. [Minimum of three, maximum of five, quorum of two directors.]

XXXV. Receipts on behalf of incapacitated persons. [For minor, idiot or lunatic may be made to guardian.]

XXXVI. Newspaper for advertisements. [Advertisements in relation to company affairs to be in a newspaper published in Middlesex.]

XXXVII. Company empowered to maintain existing railway.

XXXVIII. Power to take lands for the Hammersmith Branch.

XXXIX. Lands for extraordinary purposes. [10 acres.]

XL. Powers for compulsory purchases limited. [Not to be exercised after 28 June 1855, as laid down in s.XL of NSWJR Act, 1853.]

XLI. Period for completion on Works. [1851 Act by 24 July 1855, 1853 Act 28 June 1856.]

XLII. A certain road my be crossed on the Level. [On deposited plans numbered 1 in Chiswick and 6 in Hammersmith.]

XLIII. Company to erect a station or lodge at points of level crossings, and abide by rules, &c, of Board of Trade.

XLIV. Board of Trade may require bridges to be erected in lieu of level crossings.

XLV. No dividend to be payable upon any unguaranteed shares after a certain date, unless branch railway opened. [After 28 June 1856.]

XLVI. Tolls.

Tonnage on articles of merchandise.

Tolls for animals, &c. Tolls for passengers.

XLVII. Regulation as to the tolls.

XLVIII. Tolls for small parcels and articles of great weights.

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

3. The North and South Western Junction Railway Act, 1854 (continued page 3 of 4)

XLIX. Passengers luggage. [1st class 112lbs, 2nd class 100lbs, 3rd class 60 lbs.]

L. Maximum rates of charges for passengers.

LI. Maximum charges for goods and animals.

LII. Restriction as to charges not to apply to special trains.

LIII. Company may take increased charges by agreement.

LIV. Railway and branch not exempt from provisions of 1&2 Vict. c. 98, 3&4 Vict. c. 97, 5&6 Vict. c. 55, 7&8 Vict. c. 85, 9&10 Vict. c. 57, 14&15 Vict. c. 64. [See Parliament - Acts - General.]

LV. Railway, &c, not exempt from provisions of future general acts.

LVI. Expenses of act. [Company to pay.]

Schedules (see s.VIII of this act)

Sections of NSWJR Act, 1851 to remain in full force:

XXXIV. Communication and construction of railway with the London and North-western Railway. [To entire satisfaction of principal engineers of LNWR.]

XXXV. Communications, &c, to be made at the cost of the North and South Western Junction Railway Company, and subject to the approval of the Engineer of the London and North-western Railway Company.

XXXVI. Land not to be entered upon, except for forming junction, without the consent of London and North-western Company.

XXXVII. Saving rights of the London and North-western Railway Company.

XXXVIII. Construction of railway with reference to the Windsor, Staines, and South-western (Richmond to Windsor) Railway. [To entire satisfaction of principal Engineer of LSWR.]

XXXIX. Communications, &c, to be made at the cost of the North and South Western Junction Railway Company, and subject to approval of the Engineer of the London and Southwestern Railway Company.

XL. Land not to be entered upon, except for forming junction, without the consent of the London and South-western Railway Company.

XLI. Saving rights of the London and South-western, and Windsor, Staines, and South-western (Richmond to Windsor) Railway Companies.

XLIII. Saving rights of the Grand Junction Canal Company.

XLIV. Directing the mode of constructing bridge over the Grand Junction Canal. [Over waterway 10 feet clearance above top-water level and minimum span 21 feet; over towpath 8 feet clearance and span 9 feet.]

XLV. In case of obstruction to Grand Junction Canal.

XLVI. Regulating the crossing over the Metropolis turnpike road at Acton.

XLVII. Only half the road to be interfered with at once.

XLVIII. General Surveyor may require a temporary road to be substituted.

XLIX. Works connected with such crossing to be completed within six months from the

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

commencement.

3. The North and South Western Junction Railway Act, 1854 (continued page 4 of 4)

Sections of NSWJR Act, 1851 to remain in full force (continued):

- L. Alterations may be made in the works with the consent of the Commissioners of the Metropolis Roads.
- LI. All works connected with the Metropolis roads to be constructed under the superintendence of the General Surveyor of the Commissioners.
- LII. If the Company fail to keep works in repair, the Metropolis Roads Commissioners may repair the same. [Charging the expense to the Company.]
- LIII. Bridge over the Great Western Railway.
- LIV. Directing the construction of an arch if certain works executed.
- LV. As to diverting a footpath, in the parish of Acton.

Sections of NSWJR Act, 1853 to remain in full force:

XLVII. As to works under jurisdiction of the Metropolitan Commissioners of Sewers.

LVI. Saving rights of London and North-western, Great Western, and London and South-western and Windsor, &c, Railway Companies.]

LVII. Saving rights of Grand Junction Canal.

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4. The North and South Western Junction Railway Act, 1864: 23 June 1864 (27&28 Vict. cap. cxiii (113)).

An Act for authorising the *North and South Western Junction* Railway Company to acquire additional Lands for the Purposes of their Undertaking; and to raise further Monies; and for other Purposes.

Subsequent changes

None found.

Section

- 1. Short title [The North and South Western Junction Railway Act, 1864.]
- 2. 8&9 Vict. c. 16, 23&24 Vict. c. 106, and 26&27 Vict. c. 118 incorporated. [Lands Clauses Consolidation Act, 1845, Lands Clauses Consolidation Acts Amendment Act, 1860, and parts of Companies Clauses Act, 1863.]
- 3. Part of 8&9 Vict. c. 16 incorporated. [The Companies Clauses Consolidation Act, 1845.]
- 4. Same meanings to words in incorporated acts as in this act.
- 5. Power to take lands compulsorily.
- 6. Specified lands which Company may take.
- 7. Powers for compulsory purchase limited. [Two years from 23 June 1864.]
- 8. Power to Company to raise additional capital by new shares. [Maximum £10,000.]
- 9. Qualification of new Shareholders.
- 10. Power to borrow on mortgage. [Maximum £3,000.]
- 11. Priority of existing mortgagees.
- 12. Receiver for mortgagees.
- 13. Application of monies by Company.
- 14. Interest not to be paid on calls paid up.
- 15. Deposits for future bills not to be paid out of capital.
- 16. Saving rights of Company.
- 17. Railway not exempt from provisions of present and future general acts.
- 18. Expenses of act. [Company to pay.]

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5. The North and South Western Junction Railway Act, 1868: 25 June 1868 (31&32 Vict. cap. 1 (50)).

An Act for authorizing the *North and South Western Junction* Railway Company to make a Deviation or Alteration in their Main Line of Railway; to raise further Monies; and for other Purposes.

Subsequent changes

None found.

Section

- 1. Short title. [The North and South Western Junction Railway Act, 1868.]
- 2. 8&9 Vict. cc. 16, 18 & 20, 23&24 Vict. c. 106, and 26&27 Vict. c. 92 & 118, incorporated. [Companies Clauses Consolidation Act, 1845, Lands Clauses Consolidation Act, 1845 and Railways Clauses Consolidation Act, 1845; Lands Clauses Consolidation Acts Amendment Act, 1860; Railways Consolidation Act, 1863, Companies Clauses Act, 1863.]
- 3. Interpretation of terms.
- 4. Power to make works. [Deviation railway 2 furlongs 9 chains at Acton, *from* 6 furlongs 7 chains from termination of main line; *to* 1 mile 1 furlong 6 chains from termination of main line.]
- 5. Power to raise additional capital by new shares or stock. [Maximum £15,000.]
- 6. Shares not to issue until one fifth paid up.
- 7. Qualification of new shareholders.
- 8. Power to borrow on mortgage. [Maximum £5,000.]
- 9. Repealing provisions of former acts with respect to appointment of a receiver.
- 10. Arrears my be enforced by appointment of a receiver.
- 11. Former mortgages to have priority.
- 12. Mortgages to rank equally.
- 13. Debenture stock.
- 14. Application of monies raised under this act.
- 15. Powers for compulsory purchase limited. [Three years from 25 June 1868.]
- 16. Damages sustained by Great Western Company to be repaid.
- 17. Maintenance of works affecting the railway of the Great Western Railway Company.
- 18. Not to interfere with traffic on Great Western Railway.
- 19. Company to grant to the Great Western Railway Company facilities for constructing a bridge under their railway.
- 20. Saving right of Great Western Railway Company.
- 21. Imposing penalty unless line be opened. [£50 a day.]
- 22. Providing for application of deposit or penalty in compensation to parties injured.

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23. Limiting time for completion of deviation. [Three years from 25 June 1868.]

5. The North and South Western Junction Railway Act, 1868 (continued page 2 of 2)

- 24. As to sale of superfluous lands by Company. [Ten years from 25 June 1868.]
- 25. Company may abandon, &c, portions of existing line. [As a result of the deviation authorised in s. 4 above.]
- 26. Memorandum of Agreement in Schedule hereto confirmed. [LSWR and NSWJR change in ownership of Kew Curve.]
- 27. No interest or dividend to be paid out of capital.
- 28. Deposits for future bills not to be paid out of Company's capital.
- 29. Railway, &c, not exempt from provisions of present and future general acts.
- 30. Expenses of act. [Company to pay.]

Schedule

Agreement dated 3 August 1866 between LSWR and NSWJR.

- Art. 1. LSWR Company to convey to NSWJR land on which deviation railway is to be constructed.
- Art. 2. NSWJR to convey to LSWR land on which new Kew Curve to be constructed

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

6. The North and South Western Junction Railway Act, 1871: 14 August 1871 (34&35 Vict. cap. cxcii (192)).

An Act for confirming an Agreement for a Lease of the Undertaking of the North and South Western Junction Railway Company, and for other purposes.

Subsequent changes

The Office of Public Sector Information List shows s.23 of this act being repealed in part and substituted by s.9 of the LNWR (New Works and Additional Powers) Act of 1873 (36&37 Vict. cap. cci). There is no s.23 in this act. However, ss.4, 17 and 18 of the LNWR Act expand/amend powers of the Joint Committee on matters of lands mentioned in this act. s.9 of the LNWR Act amended s.23 of the LNWR (Additional Powers) Act, 1871 and deals with lands in the East End of London.

Section

- 1. Short title. [The North and South Western Junction Railway Act, 1871.]
- 2. Interpretation of terms.
- 3. Confirmation of agreement.
- 4. Receipt of two directors to be discharges.
- 5. Application of rent from lease.
- 6. Protection of third parties.
- 7. Joint Committee to be nominated for management of railway. [To be called the North and South Western Junction Railway Joint Committee and each of the lessee companies to provide two persons.]
- 8. Provision for failure to nominate.
- 9. Provisions as to Joint Committee
 - 1. Removal of Joint Committeemen.
 - 2. Resignation of Joint Committeemen.
 - 3. Notice of vacancies in Joint Committee.
 - 4. Supply of vacancies in Joint Committee.
 - 5. Provision in case vacancies not supplied.
 - 6. Regulations of Joint Committee.
 - 7. Powers of Joint Committee.
 - 8. Officers of Joint Committee.
 - 9. Proceedings of Joint Committee.
 - 10. Quorum of Joint Committee.
 - 11. Appointment of standing arbitrator.
 - 12. Duration of office of standing arbitrator.
 - 13. Removal of standing arbitrator.
 - 14. Appointment of standing arbitrator on casual vacancy.
 - 15. Matters referred may be determined after year.
 - 16. Arbitrator may attend Joint Committee, and affirm, modify, or negative resolutions.
 - 17. Review of previous decisions.
 - 18. Accounts of Joint Committee.
 - 19. Inspection of the accounts.
 - 20. Actions, &c, by and against joint lessees.
 - 21. User of railway by joint lessees.
 - 22. Provision for rent and expenses.

Parliament - Acts - North and South Western Junction Railway - 1 Own Acts

- 23. Payment to joint fund.
- 24. Tolls to be paid to Joint Committee.
- 25. Application of moneys forming joint fund.
- 10. Expenses of the joint lessees on the railway.
- 11. Provision for London and South-western Railway Company. [To give notice to become one of joint lessees.]
- 12. Power for four Companies to apply corporate funds.

6. The North and South Western Junction Railway Act, 1871 (continued page 2 of 2)

- 13. Sect. 32 of the South-western Railway Act, 1859, not to be revived.
- 14. Saving for rights of London and South-western Railway Company.
- 15. Provision as to directors.
- 16. Railway not exempt from provisions of present and future general railway acts.
- 17. Expenses of act. [Equally by lessee companies.]

Schedule

Agreement of 25 April 1871 between NSWJR and LNWR, MidR and NLR Companies.

- 1. NSWJR Company to lease the undertaking in perpetuity to LNWR, MidR and NLR Companies. Lease to take effect as from 1 January 1871.
- 36. LSWR given power to become joint lessee by giving notice within two months from 14 August 1871.

Parliament - Acts - NSWJR - 2 Other Railways

Acts of Parliament North and South Western Junction Railway Acts of Other Railways, etc

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London and South Western Railway	
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The Midland Railway (Additional Powers) Act, 1874. [Vesting Midland and South Western Junction Railway in Midland Railway]	7

For explanations: see Acts of Parliament - General.

Parliament - Acts - NSWJR - 2 Other Railways

Board of Trade

1. Railway Rates and Charges, No 5 (East London Railway, &c.), Order Confirmation Act, 1892: 20 June 1892 (55-6Vict.cap.xliii).

An Act to confirm a Provisional Order made by the Board of Trade under the Railway and Canal Traffic Act, 1888, containing the Classification of Merchandize Traffic, and the Schedule of Maximum Rates and Charges applicable thereto, of the East London Railway Company and certain other Railway Companies.

[NSWJR is included in the "&c." Rates and charges for merchandize traffic. Includes such items as "Piassava, e.o.h.p., minimum 20 cwt. per waggon," semolina, stannite of potash/soda, verdigris]. This Act runs to 49 pages. *Note:* should anyone research this Act, or any of the other Rates and Charges Acts passed on the same day, "e.o.h.p." is an abbreviation for "except otherwise herein provided," not some exotic merchandize.

Parliament - Acts - NSWJR - 2 Other Railways

Latimer Road and Acton Railway

1. The Latimer Road and Acton Railway Act, 1882: 18 August 1882 (45 & 46 Vict. cap. cexlvii. (247)

An act for the making a railway in the County of Middlesex to be called Latimer Road and Acton Railway and for other purposes.

Subsequent changes

Continued in part and amended (s.34 - period for compulsory purchase of lands):

Latimer Road and Acton Railway Act, 1885 (c.lxxviii), s.3; to 18 August 1887 Latimer Road and Acton Railway Act, 1888 (c.cxii), s.3; to 18 August 1890 Latimer Road and Acton Railway Act, 1891 (c.lxxii), s.3; to 18 August 1892 Latimer Road and Acton Railway Act, 1893 (c.clxvii), s.3; to 18 August 1895 Latimer Road and Acton Railway Act, 1895 (c.cl), s.3.

s. 49 (concerning the deposit fund) amended:

Latimer Road and Acton Railway Act, 1891 (c.lxxii), s.4; Latimer Road and Acton Railway Act, 1893 (c.clxvii), s.4; Latimer Road and Acton Railway Act, 1895 (c.cl), s.4.

s. 50 (application of deposit fund) repealed and substituted:

Latimer Road and Acton Railway Act, 1891 (c.lxxii), s.5.

Continued in part and amended (s.51 - period for completion of works):

Latimer Road and Acton Railway Act, 1885 (c.lxxviii), s.4;	to 18 August 1888
Latimer Road and Acton Railway Act, 1888 (c.cxii), s.4;	to 18 August 1891
Latimer Road and Acton Railway Act, 1891 (c.lxxii), s.4;	to 18 August 1893?
Latimer Road and Acton Railway Act, 1893 (c.clxvii), s.4;	to 18 August 1896
Latimer Road and Acton Railway Act, 1895 (c.cl), s.4.	to 18 August 1898

Sections

- 1. Short title. [The Latimer Road and Acton Railway Act, 1882.]
- 4. Company incorporated. [The Latimer Road and Acton Railway Company.]
- 5. Power to make railway. [2 miles 1 furlong 5.20 chains; *from* junction at Hammersmith with Hammersmith and City Railway; *to* Acton in enclosure No.3 on plans.]
- 8. Company to make [and keep open] station at junction with Hammersmith and City Railway.
- 34. Period for compulsory purchase of lands. [Three years to 18 August 1885. For extensions see 'Subsequent changes' above.]
- 38. For protection of joint lessee companies of the North & South-western Junction Railway.

As to bridge and arches over North & South-western Junction Railway.

Maintenance of bridge and arches over North & South-western Junction Railway.

Protection of works of North & South-western Junction Railway.

Taking lands, &c. of joint lessee companies.

Expenses of watching, &c.

Penalty in case of obstruction or injury of the North & South-western Junction Railway. Arbitration.

Saving rights of joint lessee companies.

- 49. Deposit Fund not to be repaid except so far as railway opened.
- 50. Application of Deposit fund.

Parliament - Acts - NSWJR - 2 Other Railways

Latimer Road and Acton Railway (continued)

- 1. The Latimer Road and Acton Railway Act, 1882 (continued)
- 51. Period for completion of works. [Five years to 18 August 1887. For extensions see 'Subsequent changes' above.]
- 63. Power to enter into working and traffic agreements. [With Great Western Railway and Metropolitan Railway Companies or with either.]
- 2. The Latimer Road and Acton Railway Act, 1885: 16 July 1885 (48 & 49 Vict. cap. lxxviii. (78))

An act to extend the powers of The Latimer Road and Acton Railway.

Sections

- 1. Short title. [The Latimer Road and Acton Railway Act, 1885.]
- 3. Extending time for the purchase of lands. [Two years to 18 August 1887.]
- 4. Extending time for completion of railways. [One year to 18 August 1888.]
- 3. The Latimer Road and Acton Railway Act, 1888: 24 July 1888 (51 & 52 Vict. cap. exii. (112))

An act to extend the powers of The Latimer Road and Acton Railway.

Sections

- 1. Short title. [The Latimer Road and Acton Railway Act, 1888.]
- 3. Reviving and extending time for the purchase of lands. [Two years to 18 August 1890.]
- 4. Extending time for completion of railways. [Three years to 18 August 1891.]
- 4. The Latimer Road and Acton Railway Act, 1891: 3 July 1891 (54 & 55 Vict. cap. lxxii. (72))

An act to extend the time for the compulsory purchase of lands and for the completion of The Latimer Road and Acton Railway.

Section:

- 1. Short title. [The Latimer Road and Acton Railway Act, 1891.]
- 3. Extension of time for purchase of certain lands. [One year to 18 August 1892.]

Parliament - Acts - NSWJR - 2 Other Railways

Latimer Road and Acton Railway (continued)

5. The Latimer Road and Acton Railway Act, 1893: 27 July 1893 (56 & 57 Vict. cap. clxvii. (167))

An act to extend the time for the compulsory purchase of lands and for the completion of The Latimer Road and Acton Railway.

Sections

- 1. Short title. [The Latimer Road and Acton Railway Act, 1893.]
- 3. Extension of time for the purchase of certain lands. [Two years to 18 August 1895.]
- 4. Extension of time for completion of railway. [Three years to 18 August 1896.]
- 6. The Latimer Road and Acton Railway Act, 1895: 6 July 1895 (58 & 59 Vict. cap. cl. (150))

An act to extend the time for the compulsory purchase of lands and for the completion of The Latimer Road and Acton Railway; and for other purposes.

Sections

- 1. Short title. [The Latimer Road and Acton Railway Act, 1895.]
- 3. Extension of time for the purchase of certain lands. [Two years to 18 August 1897.]
- 4. Extension of time for construction of authorised railway. [Two years to 18 August 1898.]
- 6. Confirmation of agreement. [See Schedule.]

Schedule. Articles of agreement made on 25 July 1884 between The Latimer Road and Acton Railway Company of the one one part and The Great Western Railway Company and The Metropolitan Railway Company of the other part. [Working and traffic agreement with Great Western and Metropolitan Railways.]

7. The Latimer Road and Acton Railway Act, 1900: 24 July 1900 (63 & 64 Vict. cap. xcv. (95))

Sections

- 1. Short Title. [The Latimer Road and Acton Railway Act, 1900]
- 2. Railway to be abandoned. [Company required to abandon railway authorised by Latimer Road and Acton Railway Act, 1882.]
- 5. For protection of joint lessee companies of North & South Western Junction Railway. [Company required to remove bridge constructed over North and South Western Junction Railway.]
- 8. Dissolution of company after winding up affairs.

Parliament - Acts - NSWJR - 2 Other Railways

Midland and South Western Junction Railway

1. The Midland and South-western Junction Railway Act, 1864: 14 July 1864 (27&28 Vict. cap. exc (190)).

An act to authorize the Construction of a Railway in *Middlesex*, to be called "The *Midland and Southwestern Junction* Railway."

Whereas the making of a railway from the North and South Western Junction Railway at Acton to the authorized Extension to London of the Midland Railway at Hendon would be attended with great local and public Advantage: And whereas the estimated Expense of the said Railway is Ninety thousand Pounds, and the Persons herein-after named, with others, are willing, at their own Expense, to construct the said Railway: And whereas a Plan and Section of the Railway showing the Line and Levels thereof, with a Book of Reference to the Plans containing Names of the Owners and Lessees or reputed Owners and Lessees and of the Occupiers of the Lands through which the said Railway will pass, have been deposited with the Clerk of the Peace for Middlesex: And whereas it is expedient that the Midland Railway Company should be empowered to work the said Railway, and subscribe thereto:

Note. This railway should not be confused with the later Mid&SWJR of the 1880's which ran from Cheltenham, via Swindon, to Andover.

Section

- 1-2. [Provisions of general acts and interpretation of terms.]
- 3. Subscribers incorporated. [Charles Kemp Dyer, John Charles Morice, George Charles Ring. Company incorporated as "The Midland and South-western Junction Railway Company" and the undertaking as 'The Midland and South-western Junction Railway'.]
- 4. Capital. [£90,000 9,000 shares at £10 each.]
- 5-9. [MidSWJR financial matters, etc. Mortgage up to 30,000.]
- 10. Power to Midland Railway Company to subscribe, and to apply funds for that purpose. [Not to exceed £30,000.]
- 11-21. [MidR financial matters, etc.]
- 22-27. [MidSWJR board matters. First directors Dyer, Morice and Ring.]
- 28. Power to make railway according to deposited plans.
- 29. Describing railway. [From East Acton by junction with NSWJR to Hendon in or near field numbered 28 in deposited plans for MidR London extension.]
- 30. Lands for extraordinary purposes. [Not exceeding one acre.]
- 31-33. [Turnpike and road matters. Bridges over railway at crossings of Harrow and Edgware Roads not more than 17 feet high and gradient not more than 1 in 50.]
- 34-38. [Grand Junction Canal matters. Crossing over canal about four chains east of Bridge No 8 over the canal; underside to be 12 feet above top water level; straight line with Bridge No 8; uninterrupted opening of 21 feet, over canal and towpath; to be completed within 12 months.]
- 39-43. [LNWR matters. Girder bridge over LNWR: five openings, two 48 feet wide, and three 37 feet wide, clear heading 14 feet 6 inches.]
- 44. Mode of affecting junction with the North and South Western Junction Railway. [17 chains north of the point of junction shown on deposited plans.]

Parliament - Acts - NSWJR - 2 Other Railways

- 1. The Midland and South-western Junction Railway Act, 1864 (continued page 2 of 2)
- 45. Saving rights of the London North-western and North and South Western Junction Companies.
- 46. For the protection of Vicar and inhabitants of the Parish of Willesden. [Station to built with approaches, buildings, etc, between Road No 81 on deposited plan and half a mile hence towards Edgware Road. Four trains a day except Sundays, Christmas Day and Good Friday. No train to run past church or within 200 yards of Road No 81 during morning service on Sundays, Christmas Day and Good Friday without approval of the vicar.]
- 47-48. [Compulsory purchases of lands within three years from 14 July 1864; completion of railway within five years from 14 July 1864.]
- 49. Money deposited in the Court of Chancery to be forfeited to the Crown in a certain event.
- 50-57. [Tolls and charges.]
- 58. Power to enter into traffic arrangements with Midland Railway Company.
- 59-61. [Regulatory matters.]
- 62. Short title. [The Midland and South-western Junction Railway Act, 1864.] Expenses of Act. [Company to pay.]
- 2. The Midland Railway (Additional Powers) Act, 1867: 12 August 1867 (30&31 Vict. cap. clxx (170)).

An act for enabling the Midland Railway Company to construct new railways and other works, and for conferring Powers on them with respect to their own undertaking and the undertakings of other companies; and for other purposes.

... And whereas by "The Midland and South-western Junction Railway Act, 1864," the Midland and South-western Junction Railway Company were incorporated, with power to make a railway from the North and South Western Junction Railway to the Midland Railway Extension to London, and by the same act the Company were empowered to subscribe towards the undertaking thereby authorized, and to enter into agreements with the Midland and South-western Junction Railway Company for the working and use of the said railway, and otherwise in reference thereto, and such an agreement, bearing date the sixteenth day of August one thousand eight hundred and sixty-five, has been entered into between the two companies, and both companies are desirous and it is expedient that the Midland and South-western Junction Railway should upon the conditions herein-after contained, be transferred to and to be vested in the Company in perpetuity: ...

Section:

- 1. Short title. [The Midland Railway (Additional Powers) Act, 1867.]
- 55. Vesting undertaking of Midland and South-western Railway Company in the Company. [Terms and conditions:
 - 1. MidSWJR to complete construction of railway;
 - 2. MidR to pay MidSWJR each year: 5% for interest on mortgage debt (not exceeding £30,000); Sufficient to pay 5% dividend on share capital (maximum £90,000);
 - 3. MidR entitled to deduct the dividend they would receive on their shares in MidSWJR;

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- 4. MidSWJR to indemnify MidR any losses, debts, etc, prior to vesting;
- 5. Debts, etc:
- 6. MidSWJR may sell superfluous lands but must first offer them to MidR.]
- 2. The Midland Railway (Additional Powers) Act, 1867 (continued page 2 of 2)
- 56. Tolls on traffic conveyed partly on the one railway and partly on the other railway. [After vesting, for the purpose of tolls deemed to be one continuous railway.]
- 3. The Midland Railway (Additional Powers) Act, 1871: 29 June 1871 (34&35 Vict. cap. lxxxvi (86)).

An Act for conferring additional powers on the Midland Railway Company for the Construction of Works, and for the raising of further capital and for other purposes in relation to their own undertaking and the undertakings of other companies.

Whereas it is expedient that the Midland Railway Company (herein-after called "the Company") should be empowered to construct certain branch and junction railways, to deviate and alter certain of their authorised railways, and to acquire for purposes connected with their undertaking certain additional lands:

Section:

- 1. Short title. [The Midland Railway (Additional Powers) Act, 1871.]
- 5. Power to make railways according to deposited plans. [A railway to be called the "Cricklewood South Junction" 6½ furlongs long from MidSWJR to Hendon by a junction with MidR main line.]
- 6. For the protection of Grand Junction Canal Company.
- 7. As to crossing the Kilburn Turnpike Road. [Railway bridge over the turnpike.]
- 8. Notice to be given to the surveyor of the commencement of the works, who may require a temporary road.
- 9. Alterations may be made in the works with the consent of the Commissioners.
- 14. Power for completion of railways. [For Cricklewood South Junction five years from 29 June 1871.]
- 22. Power to acquire additional lands for general purposes.

 [Lands and houses in Willesden on west side of, adjoining or near to MidSWJR, between Harrow Road and Sawyer Lane. Lands and houses in Acton: on west side of, adjoining or near to NSWJR and MidSWJR at their junction; on east side of and adjoining MidSWJR between said junction GJC; lying on both sides of and adjoining GJC and MidSWJR at point where railway crosses GJC, with provisos.]
- 24. Period for compulsory purchases of lands. [Three years from 29 June 1871.]
- 4. The Midland Railway (Additional Powers) Act, 1874: 30 July 1874 (37&38 Vict. cap. clx

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(160)).

An act for conferring additional powers on the Midland Railway Company for the construction of works; for the raising of capital; for the consolidation of their shares and stocks; and for other purposes in relation to their undertaking and the undertakings of other companies.

4. The Midland Railway (Additional Powers) Act, 1874 (continued page 2 of 2)

... And whereas under the authority of Parliament the undertakings of the undermentioned companies:

The Midland and South West Junction Railway;

. . .

Tottenham and Hampstead Junction Railway Company;

are in perpetuity vested in, leased to, or agreed to be worked by the Company, either alone or in conjunction with some other company or companies, and the interest on the mortgages, bonds, debentures, or debenture stock of the above named companies is required to be wholly or in part provided or defrayed by the Company; and it is expedient the the Company should be empowered to issue in their own name and under their seal, and upon the security of their undertaking, mortgages, bonds, debentures, or debenture stock in renewal of or in exchange, substitute, or satisfaction for mortgages, bonds, debentures, or debenture stock of those companies: ...

Section:

- 1. Short title. [The Midland Railway (Additional Powers) Act, 1874.]
- 37. Power to Company to issue their own mortgages, &c. of certain other companies. [The Company with the previous consent in writing of the undermentioned companies respectively under their seals

The Midland and South West Junction Railway

•••

Tottenham and Hampstead Junction Railway Company.]

Note: TNA RAIL 1006/2207 possibly deals with this act

Photographs – Collections – Hackney Archives

PHOTOGRAPHS - HACKNEY ARCHIVES

Broad Street	Station	
P8592 G2437	Exterior front from Blomfield Street, J Newman	1982
P11788 G4914	Oblique view of front	c1905
P8591 G2436	Exterior view along Eldon Street, J Newman	1982
P8072 G2098	View south-east from junction of Appold Street and Finsbury Ave J. Newman	nue, 1981
P8587 G2437	Platforms 2 and 3 looking south, J Newman	1982
P8588-90 G2437	View from former goods yard towards high level, J Newman	1982
P8593 G2437	Platforms 2 and 3 looking north towards Shoreditch, J Newman	1982
Primrose Str	reet	
111111000	Bridge, J. Newman	1980
Locomotives	(these are all 8" x 6" from Wigan Public Library)	
P9481/1	0-6-0T No 80 with crew	c1910- 1920
P9481/2	4-4-0T inside cylinder No 2648 with crew	c1920
P9481/3 P9481/4	0-6-0T No 2875 at Bow 0-6-0T No 2631 at Bow	c1920 c1920
P9481/5	4-4-0T No 107 at Alexandra Palace?	c1920
P9481/6	4-4-0T No 38 with crew	c1905
P9481/7	4-4-0T No 31 with crew at Bow	c1920
P9481/8	4-4-0T No 1 at Bow	c1920
P9481/9	0-4-2T Steam Crane at Bow	c1905
P9481/10	4-4-0T No 28 at Bow	c1880
P2977 i-xi G1297-8	Eleven photographs of engines working the LTSR and NLR taken exhibition at Bishopsgate 1960s	at
Shoreditch P1739 G4060	Exterior from High Street	
P1737 G995	Exterior from High Street May 1926	
P8512-5 1978	Remains of platform viewed from Town Hall	

NORTH LONDON RAILWAY SOURCE BOOK Photographs – Collections – Hackney Archives

	Photographs – Collections – Hac	kney Archi
Dalston June	ction Signal box fire Canonbury Gazette 15 July 75 page 5	
D7/01	, , , , ,	1000
P7681 G1759	View north under Dalston Lane towards Poplar, J Lewis	1980
P7681 G1760	View north of dismantled section towards St. Marks	1980
T3816-9	Views around the station including Western Junction signal box, colour slides	1979
Hackney Sta		1000
P8392	Official opening 11 June 1980, BR	1980
P9460 G3098	View east from platform with DMU approaching, D Mander	1984
P9459 G3098	View to old station building and Mare St bridge, D Mander	1984
P3349 G1989	Mare Street	c1905
P7780 G3390	Platform - Broad Street train approaching, H C Casserley	1927
P7783	Platform - Poplar train approaching, H C Casserley	c1927
P10434	Mare Street showing signal box	c1885
Hackney Wi	ck	
P9507	View from footbridge with DMU in station	1981
Homerton		
P10024	View of Church Road showing signal box	
P10024	Station looking from St Barnabas Road	
Victoria Par P5962 G6	k Signal box at site of station	1975
P7524	View from Cadogan Terrace	1975
P7781 G5722/3	Broad Street-Bow train arriving	c1900
P10306 G4025	View from platform to signal box	c1905
P10256 G4646	Front elevation Cadogan Terrace	c1905
P7782	Front	c1907

	NORTH LONDON RAILWAY	' SOURCE BOOK Photographs – Collections – Hackney Archives
General		
P5592	Collapse of arches at Homerton - illu periodical	strated text from unidentified c1848(!)
P11778	Three views of demolition work prior	r to construction of City
	extension	c1861

Compiled by David Hanson

Photographs - Collections - HMRS

PHOTOGRAPHS - HISTORICAL MODEL RAILWAY SOCIETY

Hemingway Collection

H1733-6	Steam crane (LMS 27217)
H1801-3	Brake van (LMS 283658)
H1804/5	3rd brake (LMS 284700)
H1806/7	Brake van (LMS 284657)
H1808/9	6 ton open No 1428
H1810/11	3-plank open No 429
H1813/14	0-6-0T
H1816	0-6-0T (LMS 27525)
H1817	0-6-0T (LMS 27510)
H1818/9	Grounded body of brake van
H1820	2-plank ballast
H1822/3	3rd brake No 7964
H1832-4	High roof set

Essery Collection

2137 17 Open wagon No 12

Compiled by Peter Bloomfield from HMRS Photograph list (prior to introduction of PhotoCat)

PHOTOGRAPHS - NATIONAL RAILWAY MUSEUM

The North London Railway collection consists of five albums each containing some 40 to 50 photographs. Each photograph is numbered, and has such information as is known about the subject, sometimes including the date. Each album contains one or two subjects. The NRM has the negatives and can supply prints. All numbers are prefixed "N L". Those marked * were published in the HMSO book "North London Railway a pictorial record".

BOOK 1 - LOCOMOTIVES CARRIAGES AND WAGONS

- 136 Model of 2-4-0T No 17 original model at Science Museum
- 77* 0-4-2 Crane Tank as rebuilt 1872 early condition
- 128 0-4-2 Crane Tank as rebuilt 1872 later condition
- 102* 0-4-2 Crane Tank as rebuilt 1872 intermediate condition (there is a train of ash wagons in background)
- 165* Copy photograph of 4-4-0T No 34 original condition
- 137* Copy photograph of 4-4-T No 43
- 178* 4-4-0T inside cylinders No 108, 27.8.1904, right hand side
- 71* 4-4-0T inside cylinders No 113, 6.5.1897, right hand side
- 108* 4-4-0T outside cylinders No 50 on train at Bow, 23.7.1898, luggage van No 45 at front.
- 259 Directors' saloon No 32 (blemished)
- 193* 1st class carriage No 99 (1906)
- 261 1st/2nd composite carriage No 18
- 80* 10 ton goods brake van No 18 of 1898 ³/₄ view old goods brake van No19 in background
- 79 10 ton goods brake van No 18 of 1898 side view
- 184* 4 wheel trolley built 1903
- 186* Bow Works workmen's cab No 1027A, 21.8.1905
- 117 Cab interior 4-4-0T (wide cab?)
- 9 ton wagon No 621 of 1891 side and bottom door
- 58* Wagon under shearlegs at Bow
- Wagon under shearlegs at Bow but closer than photograph No 58
- Loco Wagon No 12 tilted to show underframe old hopper wagon 745 in background
- 55* Loco wagon No 12 side view
- Loco wagon No 12 side view different
- 4-4-0T No 88 (wide cab) head on built 1898 rake of ash? wagons in background
- 70 4-4-0T No 86 (wide cab) built 1897 broadside
- 54 4-4-0T No 72 (wide cab) built 1894 ³/₄ rear
- 78 4-4-0T No 11 (wide cab) rebuilt 1898 ³/₄ right
- 75 4-4-0T No 86 (wide cab) built 1897 broadside right
- 53 4-4-0T No 72 (wide cab) built 1894 ³/₄ rear
- 4-4-0T No 88 (wide cab) built 1898 broadside right
- 50 4-4-0T No 72 (wide cab) built 1894 broadside right
- 51 4-4-0T No 72 (wide cab) built 1894 broadside left
- 139 4-4-0T No 88 (wide cab) built 1898 ³/₄ right
- 52 4-4-0T No 72 (wide cab) built 1894 broadside right
- 140 0-6-0T No 111 head on, with loco shed in background lettered "No 2 Erected 1884 Roads 19-15"
- 141 0-6-0T No 111 3/4 front with goods brake van in background No 1003 3/4 view open veranda
- 192* 0-6-0T No 17 broadside left built 1906
- 61 0-6-0T No 80 broadside right built 1894 with No 120 rear in background and wagon No 411
- 148 0-6-0T No 91 built 1900 broadside right (oval spokes)
- 261A* 1st/2nd composite coach No 19 built 1876
- 257A* 2nd class coach No 114 built 1905

Photographs - Collections - NRM

- 257 2nd class coach No 28
- 258 3rd class coach No 245
- 258A* 3rd class coach No 194
- 194* Luggage van No 100 built 1902
- 129* No 46 (damaged) with Parry private owner wagons, 12.3.1900
- 130* Loco No 49 damaged

BOOK 2 - BROAD STREET AND POPLAR, ETC

- 207* Broad Street station (from water softener)
- 98* Broad Street station front, 29.6.1898
- 199* Broad Street station inside train shed, from No 2 signal box?
- 206* Broad Street station looking north (from water softener), shows No 1 signalbox
- 97* Broad Street station interior platforms 3 and 4, with LNWR train in next platform with destination boards, 27.6.1898
- 210 Broad Street station platforms 1 and 2 showing painting gantry and train with doors open and class numbers on inside
- Bow LTSR over-bridge under rebuild view of end of Bow Works and end of goods brake van (closed veranda)
- Bow LTSR Bridge completed interesting rolling stock in yard Bow station in background (faint)
- Bow Works with bridge 243 in background building work in progress and some ground signals in foreground
- Entrance to Homerton station looking slightly uphill with urchin on left hand side, old ads and good detail, 1898
- Heap of scrap, houses, old lamp posts on ground beyond track (not like Shoreditch), location not known
- 89 Overbridge 289 and 290 and signals Dalston with Haggerston station and signal boxes in background
- 91 Bow Works with bracket signal and ground signals, LTSR bridge in background (believed to be new foundry)
- 266 Part of unknown station front (Bow?) East London College alongside
- 109 NLR boardroom
- 95* Cory wagon at Poplar Docks, 22.6.1898
- 94* Bradwell Wood wagon at Poplar Docks, 22.6.1898
- 96 Hydraulic inside cylinders cranes and boats Poplar Docks
- Poplar Docks coal staithes NLR wagon No 413 "For use on East Quay only"
- Poplar Docks coal staithes side tippler
- Poplar Docks coal staithes side tippler (very similar to photograph 163)
- 161 Poplar Docks coal staithes side tippler
- 45 Poplar Docks LNWR, GWR, and GNR warehouses
- 46 Poplar Docks cranes and NLR wagon No 624
- 44* Poplar Docks LNWR warehouse
- 43 Poplar Docks GN warehouse (mostly water!)
- 42 Poplar Docks Bass warehouse
- 40 Poplar Docks showing part of swing-bridge
- 41 Poplar Docks Bass warehouse (different to photograph 42)
- 39 Poplar Docks LNWR warehouse and awning over water (i.e. opposite side to photograph 44)
- 38 Poplar Docks GNR goods depot
- 37 Poplar Docks GNR goods depot
- 36 Poplar Docks LNWR warehouse different view
- 35 Poplar Docks GWR goods depot
- Poplar Docks GWR goods depot with GNR 0-6-0ST No 603 on train
- 33 Poplar Docks hydraulic crane
- 32* Poplar Docks hydraulic crane with skip

Photographs – Collections – NRM

- Poplar Docks hydraulic crane with boiler being loaded Poplar Docks hydraulic crane with GNR wagons 149
- 144

BOOK 3 - SIGNAL BOX DIAGRAMS

212*	Broad Street No 1	75	levers
213	Broad Street No 2	70	levers
244	Hackney Wick	25	levers
245	Victoria Park	40	levers
246	Old Ford	25	levers
241	Graham Road	30	levers
242	Hackney	20	levers
243	Homerton	10	levers
253	Loop Line Junction	40	levers
254	Blackwall Bridge	30	levers
255	Preston Road Gate ground frame	5	levers
218	Dunloe Street	35	levers
232	Barnsbury No 2	30	levers
233	York Road No 1	24	levers
234	York Road No 2	36	levers
235	St Pancras Junction	46	levers
236	Maiden Lane Goods and Cattle Sidings	5	levers
237	Maiden Lane Junction	40	levers
238	Kentish Town Junction	45	levers
239	Hampstead Road Junction	40	levers
	and Locketts Siding ground frame	10	levers
240	Eastern Junction	60	levers
230	Highbury No 2	15	levers
231	Barnsbury No 1	10	levers
214	Skinner Street	84	levers
215	New Inn Yard	60	levers
216	Shoreditch No 1	18	levers
217	Shoreditch No 2	18	levers
227	Canonbury No 2	20	levers
228	Canonbury Junction	30	levers
229	Highbury No 1	20	levers
219	Haggerston No 1	10	levers
220	Haggerston No 2	15	levers
221	Dalston Junction No 1	30	levers
222	Dalston Junction No 2	35	levers
223	Western Junction	53	levers
224	Mildmay Park No 1	12	levers
225	Mildmay Park No 2	12	levers
226	Canonbury No 1	20	levers
271	Highbury	40	levers
270	Canonbury	35	levers
272	Barnsbury	40	levers
273	New Inn Yard	60	levers
274	Shoreditch No 1	18	levers
247	Tilbury Junction	55	levers
262	Western Junction	50	levers
249	Devons Road	54	levers
248	Bow Junction	45	levers
250	South Bromley	20	levers
251	Poplar Central	60	levers

252 Harrow Lane

25 levers

BOOK 4 - STAFF

- 126 Ticket machine
- 265 Engine working diagrams give train times
- As photograph 265 but different route
- Loco No 11 (wide cab) built 1898 with engine-men at South Acton ground signal in foreground
- Loco No 68 (wide cab) built 1895 with train crew
- 123 Loco No 68 but different men
- Loco No 44 (wide cab) built 1894 with men
- 121 Loco No 44 but different men
- 122* Loco No 40 (narrow cab) rebuilt 1892 at South Acton with crew taken from other side to photograph 125
- Loco No 44 as 120 but different men
- Loco No 44 as 120 but different men
- 116 Devons Road shed front and crew
- 65* Bow Works with crowd inside
- 31* Loco No 109 rebuilt 1886 with guards in uniform
- RCH Fire brigade (appear to be on a flat roof)
- 20 Group of drivers by shed
- Loco No 37 (wide cab) built 1898 at South Acton with McKenzie and Holland ground signal in foreground very similar to photograph 125
- Loco No 4 (wide cab) rebuilt 1898 with men
- Loco No 4 different men
- Loco No 46 rebuilt ????7 with men outside Bow shed
- 260B Men outside Bow shed
- 72 Poplar station (decorated) opening of Blackwall tunnel
- 279 Mare Street Bridge Hackney decorated for 1902 Coronation
- 288 T J Warner with St John's Ambulance Cup
- 131 Men outside Bow shed
- 30 Loco No 38 built 1891 at South Acton Shed with crews and ground signal
- 280 Loco No114 rebuilt 1902 with crews
- 181* Loco No 60 (wide cab) rebuilt 1904 with foremen and loco No 101 and wagon No128 in background
- 47* Loco No 72 (wide cab) built 1894 with foremen
- 29 Loco No 55 (narrow cab) built 1885 with crews at South Acton very similar to 30
- 27 Loco No 24 (narrow cab) built 1890 with crews at Bow shed
- 26 Loco No 24 different men
- 25 Loco No 55 (narrow cab) built 1885 with crews and corner of Bow shed in background
- 24 Loco No 55 different men
- 23 Loco No 24 (narrow cab) built 1890 with crews same location as photograph 25
- 22 Loco No 24 different men
- 21 Engine crews alongside Bow shed
- 74 Loco No 84 (wide cab) built 1896 with crews
- Loco No 46 (wide cab) with crews
- Loco No 44 (wide cab) built 1894 with crews
- Loco No 44 different men
- Loco No 57 rebuilt 1902 with crews at Bow shed
- 30 Loco No 29 (narrow cab) rebuilt 1887 at South Acton shed with crews and ground signal
- Loco No 12 (wide cab) rebuilt 1904 with crews
- 115 Group of engine-men alongside Bow shed

Photographs - Collections - NRM

BOOK 5 - BOW WORKS

- 133* Superintendent's office
- 64 Crowd in workshop
- 83 Erecting shop
- 82 Erecting shop (NB either photograph 82 or 83 is *)
- 208 Gas engine
- 203 Electric stamping machine
- 84 Forge
- 278 Journal lathe
- 277 Electric motor
- 269 Woodwork lathe
- Woodwork lathe
- Woodwork lathe
- 81 Machine shop
- 188 Power station, 30.1.1906
- 190 Erecting shop rear view of loco No 4, and front view of loco No 48 at least 15 locos under repair
- 200 Power station switchboard
- 201 Erecting shop rear view of loco No 74 and side view of loco No 70 (both wide cabs)
- 202 Light machine shop
- Power station boilers all three are loco boilers and one is plated "NLR/No3/Built at Bow/March 1884" or "1894"
- Power station switchboard, 29.1.1906
- 177 Pump
- 175 Main belt drive
- Water softening plant, 26.6.1903
- Water softening pumps and filters
- Water softening pumps and filters
- 170 Saw mills, 10.7.1903
- 99* Carriage and wagon shop
- 100* Woodwork shop, 17.6.1898
- 86 Boiler shop
- 171* Boiler shop, 15.7.1903
- 87 Machine shop
- 92 Foundry
- 85* Wheel shop
- 173 Large machine shop
- 127 Broad Street water softening plant
- 17* Bow Junction, 8.1893
- 151 Boiler shop
- 150 Boiler shop
- 132* Loco Superintendent's Office
- New extension, 1900 (inside)
- 143 New extension (outside)
- 147* Walking crane
- 90 Paint shop (no rolling stock in view)
- 211* Bow Junction, 9.7.1906
 - 93 Machine shop

Copy of list published by NLR Historical Society

Photographs - Collections - Photomatic

PHOTOGRAPHS - PHOTOMATIC

N 609	Highbury & Islington, 10.56
N1543	3rd No 87 (LNWR built 1910/1)
N1544-5	Brake 3rd No 102 (LNWR built 1910/1)
N1301	Brake 3rd on KESR, 4.67
4541	0-6-0T No 91
4542	0-6-0T (7509), left, 4.32
4543	0-6-0T (7526/7506), left, 4.32
4544	0-6-0T (58850), left, 4.59
4142	0-6-0T (58852), right, 4.54
N374	0-6-0T (2650) Bluebell Railway, right, 1965
4564	4-4-0T No 1, left
4565	4-4-0T No 67, right
4566	4-4-0T No 109, right
4567	4-4-0T 2833, right
4568	4-4-0T 6462, left back
4569	4-4-0T Nos 19 & 109, broadside
4570	4-4-0T No 57
4583/4	Steam Crane

Compiled by Peter Bloomfield from Photomatic's list

Photographs - Collections - Vaughan

PHOTOGRAPHS - ADRIAN VAUGHAN

(September 1975, except as shown)

	(September 1576, except us shown)
Ref.:	Box 7
1a	Broad Street station front from street, 2.4.1984
1aa	Broad Street frontage, a more 'angled' view than photograph 1a - looking along the front, a sort of "3/4" view
11.	
1b	Broad Street stairs to circulating area The high side well of Proad Street station seen from Livermed Street station seek read
1d	The high side wall of Broad Street station seen from Liverpool Street station cab road, shows the fine brickwork very well, 9.7.1983
1e	Liverpool Street frontage from top end of cab road with a glimpse of Broad Street
wall	on far left, 9.7.1983
2a	Broad Street circulating area looking to War Memorial
2b	Broad Street circulating area looking away from War Memorial
2d	Broad Street looking down stairs to street, shows arches, columns and decorative caps well, 9.7.1983
3f	Broad Street scene near buffers, looking to circulating area
3g	Broad Street looking along platform to EMU, selected because it shows both roof
bays	behind and skyscrapers behind that, 9.7.1983
4a	Motorman David Pring at controls, view from within cab (note 1)
4b	Broad Street EMU front end close with motorman on platform, 19.3.1984
4c	Broad Street looking off centre platform end, three signals and old building
5a	Broad Street signal box, tracks and three signals from opposite platform
5b	Broad Street signal box exterior, close
5c	Broad Street signal box and signals seen from arriving train
5d	A view taken a few seconds before photograph 5c from perhaps 150 yards off the
	platform ends which gives the whole span of the station - I was riding with the driver at this time, 9.7.1983
6a	Broad Street signal box interior (see note 1)
6b	Broad Street signal box diagram
6c	Liverpool Street - looking down into from Broad Street arriving EMU, 9.7.1983
6d	Broad Street up distant signal with lattice-girder bridge, 9.7.1983
7a	Dunloe Street wooden post down distant signal looking to girder bridge
7c	Dunloe Street streets from viaduct with photograph 7d in distance
7d	Dunloe Street wood post with stop and distant arms and signal box close beyond
8a	Dalston Junction signal box exterior from Poplar platform
8b	Dalston Junction signal box end-on with lattice mast stop signal
8c	Dalston Junction signal box interior
8f	Dalston Junction signal box diagram
9a	Dalston Junction four aspect colour light signal end of Richmond-bound plat and
EMU	1
9b	Dalston Junction semaphore stop and distant centre-pivoted signals same location

Dalston Western Junction, tracks, junctions and colour light signals looking to signal

Mildmay Park station with legend 'NORTH LONDON RAILWAY' in bricks

King's Cross station looking down on from NLR, tracks and signals*

9d

10a

10b

box in distance - dull lite, 9.7.1983

Photographs - Collections - Vaughan

- Ref.: Box 7
- 10c Looking North off same viaduct to tunnel mouths, tracks and signals*
- 10d St Pancras, Engine Shed Junction seen from NLR with derelict viaduct coming up from LMS line
- 10f Finchley looking down on LMS tracks and signals from NLR
- 11b Finchley (NLR) signal box extension
- 11c Gospel Oak looking west from station, signal and Junction signal box
- 11d Camden Road Junction, tracks and signal box from NLR, route indicator showing 'B' for 'Branch'
- 11f Tracks diverging near Canonbury Junction to Finsbury, GN main line seen from NLR
- 12a Kensal Green Junction signal box exterior, closer view, 30.6.1983
- 12b Kensal Green Junction signal box framed between two colour light signals, 6.1983
- 12c Kensal Green Junction three-doll bracket signal, front, 30.6.1983
- 12d Kensal Green Junction three-doll bracket signal, rear from road bridge, 30.6.1983
- Kensal Green Junction general view of tracks showing rear view of two-doll bracket signal, with Kensal Green Junction starting signal and Willesden High Level distants
- 13c Kensal Green Junction view over all junctions from cutting top, 30.6.1983
- 14a Willesden High Level two-doll bracket with stop and distant arms, 21.5.1983
- 14b Willesden High Level ditto, close-up rear view, 21.5.1983
- 14c Willesden High Level signal box from footpath, 21.5.1983
- Willesden High Level approaching from Richmond, signal close and signal box beyond, 1975
- Willesden High Level curve from Low Level to the NLR, and line to Queen's Park seen from High Level station with 8.25 am Watford-Broad Street on curve, 1983
- Old Oak Junction approaching signal box and colour light signal looking to Richmond, 9/1975
- 15c Old Oak Junction wide tracks to Richmond just after passing signal box
- 15d Old Oak Junction approaching, wide tracks and signals looking to Willesden High Level
- 16a Acton Wells Junction signal box, close, and junctions, looking to Willesden High Level
- 16b Acton Wells Junction on bridge over WR looking to signal box with signals
- 16c Acton Wells Junction, three-doll bracket signal, front, just off bridge
- Acton Wells Junction, tracks looking to photograph 16c, with WR line joining on left and NLR up home signal protecting WR Junction looking to Acton Wells Junction signal box (see photograph 21 for branch)
- 16f Looking off NLR viaduct with LT Central line below and WR main line on bridge
- over Central line beyond, 18.5.83
- 17a Two-doll bracket signal with stop arm and splitting distants for Acton Wells Junction, between Acton Central and Acton Wells Junction, 10.9.1975
- 17c Acton Central station, looking North from, signal box on right
- 17d Acton Central up distant, looking North, at point where Hammersmith branch diverged down the NLR embankment (see Box 60)
- 17e South Acton station with two-doll gantry ahead
- 18a Bollo Lane crossing with signal box looking to Richmond
- 18b Gunnersbury Junction signal box, looking North
- 18d Hammersmith and Chiswick terminus, awning and platform, 1933

Photographs - Collections - Vaughan

Ref.: Box 60

- 4/1 Hammersmith branch tracks near South Acton looking to Hammersmith
- 4/2 Hammersmith branch, loco shed on branch near South Acton, 2/4/1933
- 4/3 Hammersmith branch, Bath Road crossing looking to South Acton, 2/4/1933
- 4/4 Hammersmith terminus, sidings looking to platform, 2/4/1933
- 4/5 Hammersmith branch Woodstock Road halt and foot-bridge and Bath Road's distant signal, 2/4/1933
- 4/6 Rugby Road halt, 2/4/1933
- 4/7 Bath Road crossing looking to Hammersmith, 2/4/1933

Ref.: Box 7

- 19a Kew Gardens station exterior, 6.3.1984
- 19d Kew Gardens platforms and awnings, 6.3.1984
- 20a Richmond ornate cast-iron columns framing NLR EMU as bikes are unloaded, 9.1.1985

Note 1. 6 x 6cm negative cannot be made to fill a 5½" x 3½" card without losing top and bottom of image. This view will be less than full size of card.

* These negatives each have a small blemish.

Box 60 negatives are good copies of 2³/₄" x 3¹/₄" originals some of which had the white areas yellowing which produces grey not white sky and may be slightly sub standard. However, the historical interest makes them worthwhile.

Prints cost £1.50 each (7" x 5" only).

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Adrian Vaughan, 13 The Street, Barney, Fakenham, NR21 ONB

Copy of Adrian Vaughan's list

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Rolling Stock - Statistics

ROLLING STOCK STATISTICS

	Break																		$[2]^2$	9	7	6	12	15	15	15	20	20	20	20
	Cattle																													
Wagons	Coal & Goods										314	314	314	315	365	365	366	366	$368 [366]^2$	366	372	401	422	422	422	422	422	422	422	422
	Ballast & Coke	19	24	30	30	30	30	30	30	30	42	42	42	42	42	42	42	42	$44 [42]^2$	42	42	47	47	47	47	47	47	47	47	47
	Brake																			7	5	S	13	28	28	29	38	38	38	47
	Comp	11	14	14	14	14	14	14	14	12	12	18	18	18	18	18	18	18	25	28	28	28	28	31	31	31	31	31	41	40
Carriages	Third																													
	Second	64	64	64	64	64	64	64	64	62	64	74	28	78	78	78	102	102	102	110	126	135	144	149	152	152	176	176	178	194
	First	15	19	19	19	19	$19[22]^{1}$	19	22	22	56	30	30	30	30	30	36	36	36	46	62	70	06	94	94	94	94	94	94	77
Tenders																													[2]	24
	Goods	1	4	4	4	4	4	4	4	4	∞	∞	∞	13	13	13	13	13	13	16	18	19	21	23	27	27	31	34]3 37	
Engines	Passenger	10	10	20	20	20	20	20	20	20	20	22	26	20	24	29	29	29	29	29	29	29	29	29	29	29	29	29	29 [66] ³	99
Year		1854	1855	1855	1856	1856	1857	1857	1858	1858	1859	1859	1860	1860	1861	1861	1862	1862	1863	1863	1864	1864	1865	1865	1866	1866	1867	1867	1868	1868
Half Year End		Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec	Jun	Dec

				NORTH	LONDO	N RAILW	AY SOUI	NORTH LONDON RAILWAY SOURCE BOOK		Rolli	Rolling Stock – Statistics	stics
Half Year End	Engines	Loco Coal Wagons			Carriages	es			Wagons	SI		
			First	Second	Third	Comp	Brake	Ballast & Coke	Coal & Goods	Cattle	Break	
	99		77	194		40	47	47	422		20	
	99		79	195		41	54	47	422		20	
	99		80	205		41	09	47	422		20	
	99		88	209		41	09	47	422		20	
	99		88	209		41	09	47	422		20	
	99		88	211		41	09	47	422		20	
	99		88	209		47	89	24	445		26	
	99		88	216		50	89	24	443		26	
	99		88	216		50	89	24	403		26	
	99		88	216		50	89	24	403		26	
	99		88	216		50	89	24	415		26	
	99		88	216		50	9/	24	465		26	
	99	113	88	230		20	9/	24	402		26	
	99	113	100	161	69	50	9/	24	401		26	
	99	113	100	157	73	50	9/	24	401	25	26	
	70 (8)	113	100	136 (54)	94		(8) 9/		401	20	26	
	70 (7)	113	100	128 (62)	102		(8) 9/	24 (401	20	26	
	70 (11)	113	100	128 (62)	102		(8) 98	24 (385	09	26	
	70 (11)	113	100		114		(8) 98	24 (304	09	26	
Dec 1878	70 (11)	113	100		114	50 (11)	(8) 98		304 (10)	09	26	
	74 (11)	113	100		114		(9) 98	24 (304 (10)	09	26	
	75 (11)	113	110	132 (63)	126		(9) 98	24 (304 (30)	09	26	
	75 (10)	123	110	132 (38)	126	\sim	86 (2)	24 (304 (30)	09	26	
	75 (10)	123	110	132 (37)	126	\sim		24 (304 (30)	09	26	
	75 (10)	123	116	132 (37)	129	50 (11)) 24 (304 (30)	09	26	
	75 (9)	123	116	\sim	138	\sim	86 (14)) 24 (284 (50)	09	26	
	(8) 08	134	120	\sim	33)138 (9)	\sim) 24 (284 (50)	09	26	
	(2) 08	134	120	$\overline{}$	\sim) 24 (284 (50)	09		
	80 (7)	134	120	132 (33)138	138 (12)	50 (9)	86 (14)) 24 (5)	284 (8)	09	26 (5)	

				NORTH LONDON RAILWAY SOURCE BOOK	N RAILWA	V SOURC	E BOOK			
									Rolling	Rolling Stock - Statistics
Half Year End	Engines	Loco Coal Wagons		Carriages				Wagons		
)	First	Second Third	Comp	Brake	Ballast & Coke	Coal & Goods	Cattle	Break
; 1	(9) 08	134	120	132 (33)138 (24)	50 (13)	86 (14)	24 (5)	284 (8)	09	26 (10)
_	80 (12)	134	120	132 (33)138 (24)	50 (13)	86(14)	24 (5)	284 (8)	09	26 (10)
$\overline{}$	80 (12)	134	120	132 (45)138 (24)	50 (13)	86 (14)	24 (5)	284 (8)	09	26 (10)
Jun 1885	80 (16)	150	120	132 (45)138 (24)	50 (13)	86 (14)	24 (5)	280 (12)	09	26 (10)
Dec 1885	80 (18)	150	120	132 (45)138 (24)	50 (13)	86 (14)	24 (4)	280 (8)	09	26 (9)
_	80 (15)	150	120	132 (45)138 (24)	50 (13)	86(10)	24 (4)	280 (8)	35	
	80 (17)	150	120	132 (45)138 (24)	50 (19)	86 (10)	24 (4)	280 (8)	35	
Jun 1887	80 (19)	150	120 (6)	132 (45)138 (24)	50 (19)	86 (14)	24 (4)	280 (8)	35	26 (7)
Dec 1887	80 (21)	150		132 (45)138 (24)	50 (19)	86 (17)	24 (4)	280 (8)	35	_
_	80 (23)	150		132 (24)138 (24)	50 (19)	86 (20)	24 (4)	280 (8)	35	_
	80 (23)	150		132 (36)138 (24)	50 (19)	86 (20)	24 (4)	280 (8)	35	_
	80 (23)	150		132 (28)138 (36)	50 (16)	86 (20)	24 (4)	280 (8)	35	
Dec 1889	80 (23)	150		132 (34)138 (36)	50 (16)	86 (20)	24 (4)	260 (11)	35	
	80 (23)	150			50 (16)	86 (20)	24 (4)	260 (12)	35	26 (7)
	80 (23)	150		132 (34)138 (42)	50 (16)	86 (20)	24 (4)	260 (11)	35	
	80 (23)	150		132 (40)138 (49)	50 (16)	86 (20)	24 (4)	260 (11)	35	
Dec 1891	80 (24)	150		132 (40)138 (49)	50 (16)	86 (20)	24 (4)	260 (35)	35	
_	80 (23)	150		132 (40)138 (49)	50 (16)	86 (20)	24 (4)	260 (61)	35	
Dec 1892	80 (24)	150		132 (40)138 (49)	50 (16)	86(20)	24 (4)	260 (37)	35	26 (7)
	80 (24)	150		132 (40)138 (49)	50 (16)	86 (25)	24 (4)	260(61)	35	
·	80 (25)	150		132 (40)138 (55)	50 (16)	86 (27)	24 (4)		35	
	80 (24)	150(14)		132 (40)138 (61)	50 (16)	86 (27)	24 (4)	\sim	35	
Dec 1894	80 (25)	150		132 (40)138 (76)	50 (1)	86 (32)	24 (4)	\sim	35	26 (7)
	80 (23)	150(5)	120 (22)	132 (46)150 (76)	38 (1)	86 (37)	24 (4)	180(12)	35	26 (7)
	80 (25)	150(12)		132 (46)150 (77)	38 (1)	86 (42)	24 (4)	180(12)	35	26 (11)
Jun 1896	82 (26)	150(12)		132 (46)150 (85)	38 (1)	86 (47)	24 (22)	$\overline{}$	35	26 (11)
Dec 1896	84 (26)	150(12)	120 (22)	(46)150	38 (1)	86 (47)	24 (10)	$\overline{}$	35	26 (11)
Jun 1897	86 (25)	150(12)		(46)150	38 (1)		24 (10)	$\overline{}$	35	26 (11)
Dec 1897	87 (24)	150(12)		132 (46)150 (95)	38 (1)	86 (47)	24 (10)	205 (18)	35	26 (11)

					NORTH LONDON RAILWAY SOURCE BOOK	N RAILW	AY SOURC	E BOOK		;	
										Rollin	Rolling Stock – Statistics
Half Year End	ear	Engines	Loco Coal Wagons		Carriages				Wagons		
			•	First	Second Third	Comp	Brake	Ballast & Coke	Coal & Goods	Cattle	Break
Jun 1	868	88 (24)	150(12)		132 (46)150 (95)	38 (1)	86 (47)	24 (10)	205 (18)	35	26 (17)
	868	88 (24)		120 (41)	132 (46)150 (97)	38 (1)	88 (47)	57 (10)	207 (19)		30 (21)
_	668	89 (24)			132 (46)150 (97)	38 (1)	92 (46)	57 (10)	207 (19)		33 (7)
_	668		150 (12)	120 (46)	132 (46)150 (107)	38 (1)	92 (44)	57 (10)	207 (19)		37 (3)
Jun 1	006				132 (52)150 (106)	38 (1)	92 (44)	57 (10)	207 (19)		39 (3)
	006	92 (24)	150(12)	120 (57)	132 (52)154 (106)	38 (5)	92 (39)	57 (10)	249 (19)		39 (3)
Jun 1	901				132 (52)157 (106)	38 (5)	92 (21)	57 (10)	267 (19)		39 (3)
	901	95 (24)	150(32)	120 (63)		38 (5)	96 (19)		267 (18)		39 (2)
_	902	_		120 (69)		38 (5)	\sim				
Dec 1	902	_		120 (69)	$\overline{}$	38 (5)	100(16)	_	267 (38)		_
	903	_		120 (74)	\sim	38 (5)	100(16)	_	267 (26)		_
$\overline{}$	903	95 (24)	150 (24)	120 (78)	132 (51)202 (97)	38 (5)	100(15)		267 (26)		_
_	904	95 (24)		120 (78)	132 (51)217 (87)	38 (5)	100(13)		267 (21)		42 (2)
Dec 1	904	_		120 (78)	132 (51)230 (67)	38 (5)	$\overline{}$	$\overline{}$	_		_
_	905	95 (25)				38 (5)		$\overline{}$	_		42 (2)
	905	_			132 (63)230 (47)	38 (5)	100(19)	$\overline{}$	267 (21)		42 (2)
_	906	_			\sim	38 (5)	100(26)	$\overline{}$	267 (21)		_
Dec 1	906	_		120 (50)	117 (78)254 (27)	29 (13)	100(26)	_	267 (21)		42 (2)
_	200	_		120 (22)	113 (59)268 (5)	(8) 61	$\overline{}$	$\overline{}$	267 (21)		42 (2)
Dec 1	200	95 (29)	150(19)	120 (28)			\sim	$\overline{}$	_		_
_	806			120 (26)	(26)268 ($\overline{}$	$\overline{}$	_		_
$\overline{}$	806	95 (27)		120 (26)	113 (68)268 (2)		$\overline{}$	_	_		_
_	606	95 (20)		120 (26)	113 (68)268 (2)	19 (5)	100(13)		267 (21)		_
Dec 1	606	$\overline{}$			116 (54)266 (4)	18 (6)	\sim		267 (21)		42 (2)
	910	$\overline{}$			116 (48)266 (2)	18 (5)	$\overline{}$		266 (13)		42 (1)
	1910				116 (31)266 (33)	12 (11)		55 (10)	265 (12)		42 (1)
_	911	95 (10)	150(12)		116 (31)268 (33)	12 (11)	98 (12)		265 (11)		42 (1)
Dec 1	911					12 (11)		$\overline{}$	265 (11)		42 (1)
	1912	95 (9)	_	126 (28)	(34)268 (12 (7)	$\overline{}$	54 (10)	$\overline{}$		40 (1)
Dec 1	1912	95 (9)	150 (11)		116 (30)268 (35)	12 (7)	95 (12)	54 (10)	265 (10)		38 (1)

					NORTH	NORTH LONDON RAILWAY SOURCE BOOK	RAILWA	Y SOURCE	BOOK				
												Rolling Stock - Statistics	Statistics
Year		Engines		Wagons	SU			Ser	Service Stock				
	4-4-0T	0-6-0	0-4-2T	Mineral B	3rakes	Brakes Gasholders Loco	Γ oco	Ballast	Mess &	z Travelling		Miscellaneous	
)	Coal		Tool	Crane			
1913	08	21	1	263	34	2	163	32	2	1		54	
1914	62	21	_	263	34	2	160	32	2	1		52	
1915	77	21	_	263	34	2	160	32	2	1		50	
1919	77	21	_	263	34		156	32	2	1		35	
1920	77	21	_	263	34	_	153	32	2	1		36	
1921	77	21	_	263	34		153	32	2			36	
Year					Carriages	ges							
	single class	1st cl seats	2nd cl sea	single class 1st cl seats 2nd cl seats 3rd cl seats		composite 1st cl seats 2nd cl seats 3rd cl seats Breaks	eats 2nd	cl seats 3rd	cl seats B	reaks	Misce	Miscellaneous	
1913	297	4928	7050	14840	13		3	370		102		1	
1914	592	4928	7050	14590	1.	3 208		370		104		1	
1915	290	4896	7000	14510	13			370		104		1	
1919	427	2976	4350	11990	7	4 64	+	120		85			
1920	335	2336	3050	9735	. 1	2 32	2	30	30	57			
1921	322	2208	2950	9400	. 1	2 32	2	30	30	49			

discrepancies noted in square brackets. The information for earlier and later years has been added from these same reports. (It is of course likely that the statistics were taken The information for the half years from June 1863 to December 1912 has been taken from "Statistics of Capital, Dividends, Rolling Stock, Train Mileage etc., TNA RAIL 529/104. It has been compared with the rolling stock returns given in the Reports to the Proprietors contained in TNA RAIL 529/2 to /7 inclusive, and any from the same sources as the reports.)

From 1913 Proprietors meetings were held only annually instead of six-monthly as before. Also in this year the categories were changed, presumably to suit the Board of Trade. No returns were given for 1916, 1917, 1918, or 1922.

Duplicate stock numbers are shown in round brackets. They were only listed from December 1876 onwards, but duplicate numbers are mentioned in the Locomotive Committee minutes in November 1870.

NOTES:-

- .. The numbers of first class carriages at half year end June 1857 is shown as 22 in August 1857 and as 19 in the February 1858 proprietor's report.
- 2. The figure 44 may be a mistake. The figures in brackets are given in the February 1864 report to proprietors, with a note that the 368 ballast and coke wagons include 2 break vans.
 - 3. The figures in brackets are those given in the February 1869 proprietor's report. 4. The number of tenders was not included in the August 1869 proprietor's report.

Compiled by David Hanson

SIGNAL AND TRACK DIAGRAMS HISTORICAL MODEL RAILWAY SOCIETY

Barnsbury, 1953 (HMRS Drawing No 3651).

Bow Junction (HMRS Drawing No 3653).

Broad Street to Dunloe St (HMRS Drawing No 3649).

Gospel Oak No 1 (HMRS Drawing No 3654).

Gospel Oak No 2, 1955 (HMRS Drawing No 3655).

Hackney Wick (HMRS Drawing No 3650).

Maiden Lane Junction, 1953 (HMRS Drawing No 3658).

New Inn Yard, 1946 (HMRS Drawing No 3652).

Old Ford, 1947 (HMRS Drawing No 3656).

Poplar Central (HMRS Drawing No 3661).

Poplar Loop Line Junction (HMRS Drawing No 3660).

Shoreditch, 1951 (HMRS Drawing No 3659).

South Bromley, 1945 (HMRS Drawing No 3657).

STATIONS OF THE HAMPSTEAD JUNCTION RAILWAY

Brondesbury Park

Edgware Road (Kilburn) – Edgware Road & Brondesbury – Brondesbury (Edgware Road) – Brondesbury

Finchley Road (St John's Wood) – Finchley Road & Frognal

Hampstead Heath

Kensal Green - Kensal Rise

Kensal Green & Harlesden

Kentish Town – Gospel Oak

Kentish Town – Kentish Town West

West End Lane – West Hampsted

Willesden Junction

Kentish Town

Opened 1 April 1867. Renamed Kentish Town West 2 June 1924

Kentish Town

Opened with the line 2 January 1860. Renamed Gospel Oak 1 February 1867.

Hampstead Heath

Opened with the line 2 January 1860.

Finchley Road (St John's Wood)

Opened with the line 2 January 1860. Renamed Finchley Road & Frognal 1 October 1880.

West End Lane

Opened 1 March 1888. Renamed West Hampstead 5 May 1975.

Edgware Road (Kilburn)

Opened with the line 2 January 1860. Renamed **Edgware Road & Brondesbury** 1 January 1872, **Brondesbury** (**Edgware Road**) 1 January 1873, and **Brondesbury** 1 May 1883.

Brondesbury Park

Opened 1 June 1908.

Kensal Green

Opened 1 July 1873. Replacing Kensal Green & Harlesden (below). Renamed **Kensal Rise** 24 May 1890.

Kensal Green & Harlesden

Opened 1 November 1861. Replaced by Kensal Green (above). Closed 1 July 1873.

Willesden Junction

Opened 1 September 1866.

Compiled by Peter Bloomfield. Sources were mainly: Atkins, C P, & Edgington, T J, *North London Railway, A Pictorial Record*, National Railway Museum, 1979, pages xviii-xix; Mitchell, V, & Smith, K, *North London Line*, Middleton Press, 1997.

Stations - NLR

STATIONS OF THE NORTH LONDON RAILWAY

PART 1 - Geographical Order

Camden Town to Poplar

Hampstead Road (2nd station)

Opened to the west of previous station 5 May 1855. Renamed **Chalk Farm** 1 December 1862. Temporarily closed from 1 January 1917 to 10 July 1922. Renamed **Primrose Hill** 25 September 1950. Closed 1992.

Hampstead Road (1st station)

Opened 9 June 1851. Although the connection from Camden Town to LNWR had been opened on 15 February 1851, there was no regular service until the opening of this station. Closed 5 May 1855.

Camden Town (2nd station)

Opened to the west of the previous station 5 December 1870. Renamed **Camden Road** 25 September 1950.

Camden Town (1st station)

Opened 7 December 1850 with the extension of the line from Islington. Renamed **Camden Road** 1853. Reverted to **Camden Town** 1 July 1870. Closed 5 December 1870.

Maiden Lane

Opened 1 July 1887. Closed 1 January 1917.

Caledonian Road (1st station)

Opened 10 June 1852. Renamed Barnsbury 1 July 1870.

Barnsbury (Caledonian Road (2nd station))

Opened to east of the previous station 21 November 1870. Renamed Caledonian Road & Barnsbury 22 May 1893.

Islington

Opened 26 September 1850 with the original opening of the railway. Renamed **Islington or Highbury** 1 June 1864. Renamed **Highbury & Islington** 1 July 1872.

Canonbury (Newington Road & Balls Pond Road (2nd station))

Opened to the west of the previous station 1 December 1870.

Newington Road & Balls Pond Road (1st station)

Opened 1 September 1858. Renamed Canonbury 1 July 1870. Closed 1 December 1870.

Mildmay Park

Opened 1 January 1880. Closed 1 October 1934.

Kingsland (1st station)

Opened 9 November 1850. Closed 1 November 1865.

Dalston Kingsland (Kingsland (1st station))

Opened 15 May 1983 on site of original station.

Stations - NLR

Hackney (1st station)

Opened 26 September 1850 with the original opening of the railway. Closed 1 December 1870.

Hackney (2nd station)

Opened to the west of the previous station 1 December 1870. Covered way to Hackney Downs (GER) opened 1 December 1885. New station opened 12 May 1980 and renamed **Hackney Central**.

Homerton

Opened 1 October 1868. New station opened 13 May 1985.

Victoria Park (1st station)

Opened 14 June 1856. Suffixed Hackney Wick until 1859. Closed 1 March 1866.

Victoria Park (2nd station)

Opened to south-east of previous station 1 March 1866. Closed 8 November 1943.

Old Ford

Opened 1 July 1867. Passenger service withdrawn 15 May 1944. Closed 23 April 1945.

Bow

Opened 26 September 1850. Covered footway to Bow Road (GER) opened 4 April 1892. Closed 1917.

South Bromley

Opened 1 September 1884. Passenger service withdrawn 15 May 1944. Closed 23 April 1945.

Poplar

Opened 1 August 1866. Passenger service withdrawn 15 May 1944. Closed 23 April 1945.

City Extension

Dalston Junction

Opened 1 November 1865. Closed 30 June 1986.

Haggerston

Prior to opening was to be called De-Beauvoir Town. Opened 2 September 1867. Closed 6 May 1940.

Shoreditch

Opened 1 November 1865 with the opening of the City Extension. Trains ceased to call after 3 October 1940 due to war damage. Closed 17 November 1941.

Broad Street

Opened 1 November 1865, with the opening of the City Extension. Lines and platforms rearranged in 1876 and 1891. Closed 30 June 1986 with the closure of the City Extension.

PART 2 - Alphabetical Order

Barnsbury (1st station)

See Caledonian Road (1st station).

Barnsbury (2nd station)

Opened to east of the previous station 21 November 1870. Renamed Caledonian Road & Barnsbury 22 May 1893.

Bow

Opened 26 September 1850. Covered footway to Bow Road (GER) opened 4 April 1892. Closed 1917.

Broad Street

Opened 1 November 1865, with the opening of the City Extension. Lines and platforms rearranged in 1876 and 1891. Closed 30 June 1986 with the closure of the City Extension.

Caledonian Road (1st station)

Opened 10 June 1852. Renamed Barnsbury 1 July 1870.

Caledonian Road (2nd station)

See Barnsbury (2nd station).

Camden Town (1st station)

Opened 7 December 1850 with the extension of the line from Islington. Renamed **Camden Road** 1853. Reverted to **Camden Town** 1 July 1870. Closed 5 December 1870.

Camden Town (2nd station)

Opened to the west of the previous station 5 December 1870. Renamed **Camden Road** 25 September 1950.

Canonbury (1st station)

See Newington Road & Balls Pond Road (1st station).

Canonbury (2nd station)

Opened to the west of the previous station 1 December 1870.

Chalk Farm

See **Hampstead Road** (2nd station).

Dalston Kingsland (2nd station)

For first station see **Kingsland**. Opened 15 May 1983 on site of original station.

Dalston Junction

Opened 1 November 1865. Closed 30 June 1986.

Hackney (1st station)

Opened 26 September 1850 with the original opening of the railway. Closed 1 December 1870.

Hackney (2nd station)

Opened to the west of the previous station 1 December 1870. Covered way to Hackney Downs (GER) opened 1 December 1885. New station opened 12 May 1980 and renamed **Hackney Central**.

Stations – NLR

Haggerston

Prior to opening was to be called De-Beauvoir Town. Opened 2 September 1867. Closed 6 May 1940.

Hampstead Road (1st station)

Opened 9 June 1851. Although the connection from Camden Town to LNWR had been opened on 15 February 1851, there was no regular service until the opening of this station. Closed 5 May 1855.

Hampstead Road (2nd station)

Opened to the west of previous station 5 May 1855. Renamed **Chalk Farm** 1 December 1862. Temporarily closed from 1 January 1917 to 10 July 1922. Renamed **Primrose Hill** 25 September 1950. Closed 1992.

Highbury & Islington

See Islington.

Homerton

Opened 1 October 1868. New station opened 13 May 1985.

Islington

Opened 26 September 1850 with the original opening of the railway. Renamed **Islington or Highbury** 1 June 1864. Renamed **Highbury & Islington** 1 July 1872.

Kingsland (1st station)

Opened 9 November 1850. Closed 1 November 1865. For second station see **Dalston Kingsland**.

Maiden Lane

Opened 1 July 1887. Closed 1 January 1917.

Mildmay Park

Opened 1 January 1880. Closed 1 October 1934.

Newington Road & Balls Pond Road (1st station)

Opened 1 September 1858. Renamed Canonbury 1 July 1870. Closed 1 December 1870.

Newington Road & Balls Pond Road (2nd station)

See Canonbury (2nd station).

Old Ford

Opened 1 July 1867. Passenger service withdrawn 15 May 1944. Closed 23 April 1945.

Poplar

Opened 1 August 1866. Passenger service withdrawn 15 May 1944. Closed 23 April 1945.

Primrose Hill

See **Hampstead Road** (2nd station).

Shoreditch

Stations - NLR

Opened 1 November 1865 with the opening of the City Extension. Trains ceased to call after 3 October 1940 due to war damage. Closed 17 November 1941.

South Bromley

Opened 1 September 1884. Passenger service withdrawn 15 May 1944. Closed 23 April 1945.

Victoria Park (1st station)

Opened 14 June 1856. Suffixed Hackney Wick until 1859. Closed 1 March 1866.

Victoria Park (2nd station)

Opened to south-east of previous station 1 March 1866. Closed 8 November 1943.

Compiled by Peter Bloomfield. Sources were mainly: Atkins, C P, & Edgington, T J, North London Railway, A Pictorial Record, National Railway Museum, 1979; Clinker, C R, Clinker's Register of Closed Passenger Stations and Goods Depots in England, Scotland and Wales, 1830-1977, Avon-Anglia, 1978-1981; Connor, J E, Broad Street to Poplar, Connor & Butler, 1995; Connor, J E, Broad Street to Primrose Hill, Connor & Butler, 1996.

Stations - NSWJR

STATIONS AND GOODS/COAL DEPOTS OF THE NORTH AND SOUTH-WESTERN JUNCTION RAILWAY

Acton (Acton Central)

Acton Coal

Acton Private Sidings

Bath Road

Hammersmith (Hammersmith & Chiswick)

Kew

Kew Bridge LSWR

Rugby Road

South Acton

Woodstock Road

"MAIN LINE"

Acton

Opened with the start of passenger services on 1 August 1853 (Atkins). Sekon states that on opening there were no intermediate stations between Hampstead Road and Kew and Acton first appeared in "Bradshaw" in December 1853. Renamed **Acton Central** 1 January 1925. Goods depot closed 1 March 1965.

South Acton

Opened 1 January 1880. Coal depot was from the Hammersmith & Chiswick branch. District line services to Acton Town last ran on 28 February 1959.

Kew

Opened with the start of passenger services on 1 August 1853. Closed 1 February 1862 on opening of **Kew Bridge**, **LSWR**, except for the weekly Windsor - Maiden Lane Cattle Market trains. Finally closed October 1866. Coal and goods depots remained open and were renamed **Kew Bridge North**.

Kew Bridge, LSWR

Opened 1 February 1862 by LSWR and used by N&SWJR from that date instead of their own **Kew** station. The N&SWJR had its own booking office and dedicated platforms on the Kew Curve, LSWR. The booking office was closed in 1918 and the platforms closed on 12 September 1940.

Stations - NSWJR

HAMMERSMITH BRANCH

Acton Coal Depot

Opened by December 1867. Entry was via the Hammersmith branch on north-west side. Closed 4 January 1965.

Acton Private Sidings

Entry was via the Hammersmith branch. Eastman Dyeing and Cleaning Works had a coal siding - did this form/come off the main coal depot head shunt?

Rugby Road

Opened 8 April 1909. Halt. Closed 1 January 1917.

Woodstock Road

Opened 8 April 1909. Halt. Closed 1 January 1917.

Bath Road

Opened 8 April 1909. Halt. Closed 1 January 1917.

Hammersmith

Opened for goods 1 May 1857, and for passengers 8 April 1858. Renamed **Hammersmith** & Chiswick 1 July 1880. Passenger service withdrawn 1 January 1917. Closed for goods 3 May 1965.

Compiled by Peter Bloomfield. Sources were mainly: Atkins, C P, & Edgington, T J, *North London Railway, A Pictorial Record*, National Railway Museum, 1979, pages xviii-xix; Clinker, C R, *Clinker's Register of Closed Passenger Stations and Goods Depots 1839-1977*, Avon-AngliA, 1978; Sekon, G A, *The North And South-Western Junction Railway*, Transport and Travel Monthly, Volume 23, 1921, pages 83-9. Additional information from Andrew Procter

NORTH LONDON RAILWAY SOURCE BOOK The National Archives – Herapath's Railway Journal

The National Archives Herapath's Railway Railway

ZPE	R 3/							
1	HRJ	1839	23	HRJ	1860	45	HRJ	1881
2	HRJ	1840	24	HRJ	1861	46	HRJ	1882
3	HRJ	1841	25	HRJ	1862	47	HRJ	1883
4	HRJ	1842	26	HRJ	1863	48	HRJ	1884
5	HRJ	1843	27	HRJ	1864	49	HRJ	1885 Part 1
6	HRJ	1844	28	HRJ	1865	50	HRJ	1885 Part 2
7	HRJ	1845 JanJune	29	HRJ	1866	51	HRJ	1886 Part 1
8	HRJ	1845 July-Dec.	30	HRJ	1867	52	HRJ	1886 Part 2
9	HRJ	1846	31	HRJ	1868	53	HRJ	1887 JanJune
10	HRJ	1847	32	HRJ	1869	54	HRJ	1887 July-Dec.
11	HRJ	1848	33	HRJ	1870	55	HRJ	1888 JanJune
12	HRJ	1849	34	HRJ	1871	56	HRJ	1888 July-Dec.
13	HRJ	1850	35	HRJ	1872	57	HRJ	1889 JanJune
14	HRJ	1851	36	HRJ	1873	58	HRJ	1889 July-Dec.
15	HRJ	1852	37	HRJ	1874	59	HRJ	1890
16	HRJ	1853	38	HRJ	1875	60	HRJ	1891
17	HRJ	1854	39	HRJ	1876 JanJune	61	HRJ	1892
18	HRJ	1855	40	HRJ	1876 July-Dec.	62	HRJ	1893
19	HRJ	1856	41	HRJ	1877	63	HRJ	1894 JanJune
20	HRJ	1857	42	HRJ	1878	64	HRJ	1894 July-Dec.
21	HRJ	1858	43	HRJ	1879	65	HRJ	1895
22	HRJ	1859	44	HRJ	1880	66	HRJ	1896-1903

The National Archives Hampstead Junction Railway

RAIL 291

Hampstead Junction Railway Company 1852-1866

Minutes (former references HJR 1/1-2)

- 1 1852 1859 Directors' meetings
- 2 1859 1866 Directors' meetings

Miscellaneous Books and Records (former references HJR 4/1-7)

- 3 1857 1860 Ledger 'A' 4 1857 - 1860 Ledger 'B'
- 5 1857 1860 Cash book
- 5 1057 1000 Casil book
- 6 1857 1859 Check time book
- 7 1857 1860 Pay book

Petitions and Memorials (former references HJR 7/1-2)

8 c. 1860 Two Memorials from inhabitants of Kentish New Town District as to a railway station at Carlton Road

Other records

RAIL 252 - Great Western Railway Company: Deeds, Agreements, Contracts, Specifications, Estimates and Plans, 1834-1981. Contains agreements, contracts, bonds, deeds, etc. relating to the construction of railways, buildings, shipping, rolling stock, telegraphs and other equipment of the Great Western Railway and companies it made agreements with.

RAIL 252/1107 - Agreement dated 15 Aug 1895 between Great Western Railway Company, North London Railway Company and London and North Western Railway Company for sidings and works at Poplar, London; with agreement dated 20 Nov 1901 between North London and Great Western Railway Company endorsed and copy of agreement dated 25 Jan 1871 between London and North Western and North London for running powers over Hampstead Junction Railway and supplemental agreement dated 11 Feb 1909 attached, 1871 Jan 01 - 1909 Feb 28

RAIL 529 - North London Railway Company: Records 1845-1922.

RAIL 529/140 - Heads of agreement between LNWR and North & South Western Junction Railway Company (N&SW) (as owners of Hampstead Junction Railway) and NLR for NLR's running powers, 1864 Mar

RAIL 529/160 - Articles of agreement between LNWR and NLR for traffic over Hampstead Junction Railway, 1873 Jan

RAIL 529/226 - Agreement between NLR, LNWR & MR and Wyman & Sons Ltd for exclusive right of selling newspapers on railways of NLR, Hampstead Junction Railway and N&SW, 1921 Sept

RAIL 791 - London and North Western Railway Company: Agreements, Conveyances, Contracts and Deeds, 1845-1969. This series contains various legal documents (some with plans) drawn up between the London and North Western Railway Company and other railway companies, commercial businesses, churches and individuals. It also contains records of scholarships at Liverpool University, awarded under trusts set up by company servants, and preliminary absorption schemes under the Railways Act 1921.

RAIL 791/52 - Agreement between LNWR and Hampstead Junction Railway Company (HJ) for use of line, $1853 \, \text{Nov}$

RAIL 1167 - Railway Sidings Agreements 1836-1980. These agreements were made between railway companies and businesses to lay and maintain sidings from the railway onto the premises of the business to allow direct access to the railway. Most of the agreements have plans attached and many also have

The National Archives - HJR

later correspondence. The majority of agreements were made by the London, Midland and Scottish and London and North Eastern Railways and their predecessors, some in conjunction with other companies including the Great Western, and a few by the British Transport Commission and the British Railways Board.

Subseries within RAIL 1167 Finchley Road

RAIL 1167/107 LNWR and the Vestry of the Parish of St. John, Hampstead 1881-1948 LNWR and John and Alfred Culverhouse: wharf and sidings 1877; 1881 LNWR and Metropolitan Borough of Hampstead 1904-1961 Railway sidings agreements: Finchley Road

RAIL 1167/110 Railway sidings agreements: Finchley Road RAIL 1167/111 Railway sidings agreements: Finchley Road

C 15 - Court of Chancery: Clerks of Records and Writs Office: Pleadings 1853-1860. The records in this series consist of pleadings in equity cases initiated in the court of Chancery. They often comprise the plaintiff's bill of complaint only, but the defendant's answer and other documents in the process, including interrogatories, depositions and writs of summons, are also filed in many cases. The records cover a wide variety of matters, particularly in respect of disputes about wills and the administration of estates. There are also a number of cases arising from the Joint Stock Companies Act of 1844. C 15/148 - 1854. R and S plaintiffs, described at item level.

C 15/148/R86 - Ripley v The Hampstead Junction Railway Company, Bill, answer and replication, 1854

MT 6 - Ministry of Transport and successors, Railway Divisions: Correspondence and Papers, 1840-1966, This series consists of correspondence and papers of the Board of Trade Railway Department, 1840 to 1846 and 1851 to 1919, the Railway Commissioners, 1846 to 1851, the Railways Divisions of the Ministry of Transport for the periods 1919 to 1941, 1946 to 1953, and 1959 to 1966, the Ministry of War Transport, 1941-1946, and of the Ministry of Transport and Civil Aviation, 1953-1959. The papers relate to the peacetime regulation and wartime control of railways, to railway owned canals, tramways, underground railways and related services and to the central direction of wartime transport. The series includes bill papers and some associated plans.

MT 6/20/13 - Hampstead Junction Railway, 1859

MT 6/20/26 - Hampstead Junction Railway, 1859

MT 6/20/35 - Hampstead Junction Railway, 1859

MT 6/20/44 - Hampstead Junction Railway, 1859

MT 6/20/45 - Hampstead Junction Railway: signals, 1859

The National Archives North London Railway

RAIL 529

North London Railway Company: Records 1845-1922

Mini	ites and Renor	ts (former references NL 1/1-85)
1	1846 - 1856	
•	1010 1020	Junction Railway (1846 - 1853), North London Railway (1853 - 1856)
2	1857 - 1871	Meetings of proprietors, North London Railway
3	1871 - 1882	Meetings of proprietors, North London Railway
4	1882 - 1893	Meetings of proprietors, North London Railway
5	1893 - 1904	Meetings of proprietors, North London Railway
6	1904 - 1919	Meetings of proprietors, North London Railway
7	1920 - 1922	Meetings of proprietors, North London Railway
8	1905 - 1922	Proceedings of proprietors - <u>printed</u>
9	1845 - 1850	Meetings of directors, East and West India Docks and Birmingham Junction
	1045 - 1050	Railway
10	1845 - 1850	Index to minutes of directors meetings
11	1850 - 1853	Meetings of directors, East and West India Docks and Birmingham Junction
		Railway
12	1850 - 1853	Index to minutes of directors meetings
13	1854 - 1857	Meetings of directors, North London Railway
14	1854 - 1857	Index to minutes of directors meetings
15	1857 - 1860	Meetings of directors
16	1857 - 1860	Index
17	1860 - 1862	Meetings of directors
18	1860 - 1862	Index
19	1862 - 1864	Meetings of directors
20	1862 - 1864	Index
21	1864 - 1867	Meetings of directors
22	1864 - 1867	Index
23	1868 - 1871	Meetings of directors
24	1868 - 1871	Index
25	1871 - 1875	Meetings of directors
26	1871 - 1875	Index
27	1875 - 1881	Meetings of directors
28	1881 - 1887	Meetings of directors
29	1887 - 1895	Meetings of directors
30	1895 - 1901	Meetings of directors
31	1901 - 1908	Meetings of directors
32	1908 - 1911	Meetings of directors
33	1912 - 1916	Meetings of directors
34	1916 - 1922	Meetings of directors
35	1845 - 1846	East and West India Docks and Birmingham Junction Railway, meetings of
		directors, draft minutes
36	1845 - 1849	East and West India Docks and Birmingham Junction Railway, meetings of
		directors, copy minutes
37	1909 - 1922	Reports to Board [see separate index]
38	1862 - 1871	Officers' Meetings
39	1871 - 1876	Officers' Meetings
40	1877 - 1885	Officers' Meetings
		(for continuation of these Minutes after 1909 see Piece Nos 83 - 85)
41	1862 - 1871	Stores and Report Committee
42	1865 - 1868	Locomotive and Stores Committee

NORTH LONDON RAILWAY SOURCE BOOK The National Archives – NLR 1 (RAIL 529) 43 1868 - 1869 Locomotive and Stores Committee 44 1869 - 1871 Locomotive and Stores Committee 45 1871 - 1873 Locomotive, Stores and Traffic Committee 46 1873 - 1875 Locomotive, Stores and Traffic Committee 47 1875 - 1876 Locomotive, Stores and Traffic Committee 1876 - 1878 Locomotive, Stores and Traffic Committee 48 49 1878 - 1880 Locomotive. Stores and Traffic Committee 1880 - 1882 Locomotive, Stores and Traffic Committee 50 Locomotive, Stores and Traffic Committee 51 1882 - 1883 Locomotive, Stores and Traffic Committee 52 1884 - 1886 Locomotive, Stores and Traffic Committee 53 1886 - 1888 54 1889 Locomotive, Stores and Traffic Committee 55 1889 - 1891 Locomotive, Stores and Traffic Committee 56 1891 - 1892 Locomotive, Stores and Traffic Committee 57 1893 - 1894 Locomotive, Stores and Traffic Committee 1895 - 1897 Locomotive, Stores and Traffic Committee 58 59 1897 - 1899 Locomotive, Stores and Traffic Committee 60 1899 - 1901 Locomotive, Stores and Traffic Committee 1901 - 1903 Locomotive, Stores and Traffic Committee 61 62 1903 - 1905 Locomotive, Stores and Traffic Committee 1905 - 1907 Locomotive, Stores and Traffic Committee 63 1908 - 1909 Locomotive, Stores and Traffic Committee 64 Permanent Way and Estate Committee 65 1865 - 1868 1868 - 1872 Permanent Way and Estate Committee 66 67 1872 - 1876 Permanent Way and Estate Committee 1876 - 1878 Permanent Way and Estate Committee 68 69 1878 - 1885 Permanent Way and Estate Committee 70 1885 - 1890 Permanent Way and Estate Committee 1891 - 1897 Permanent Way and Estate Committee 71 Permanent Way and Estate Committee 72 1897 - 1904 73 1905 - 1909 Permanent Way and Estate Committee 74 1852 - 1854 Finance Committee 75 1854 - 1855 Finance Committee 1855 Finance Committee 76 77 1865 - 1870 Finance and General Purposes Committee Finance and General Purposes Committee 78 1870 - 1876 79 1876 - 1885 Finance and General Purposes Committee 80 1885 - 1897 Finance and General Purposes Committee 1898 - 1909 Finance and General Purposes Committee 81 82 1849 - 1851 **Rough Committee Minutes** 1909 - 1911 Officers' meetings 83 1912 - 1915 Officers' meetings 84 Officers' meetings 85 1916 - 1919

Stock & Share Registers, etc (former references NL 2/1)

86 1900 - 1909 Preference stock ledger (No.2)

Agreements, Contracts, Specifications and Estimates, Deeds and Plans (former references NL 3/1-14)

87	1863	Contract for City Branch to Broad Street Station: Wm. Waring, Henry
		Waring and Chas. Waring
88	1863	Contractors' Bond: Wm. Waring, Henry Waring and Chas. Waring
89	1863	Sureties Bond: John Waring and Alfred Davis
90	1905	Plan of Broad Street Station and property adjoining (Lower Level)
91	1905	Plan of Broad Street Station and property adjoining (Upper Level)
92	[c.1847]	Contract plans and sections from Lea Cut to Hackney.

		NORTH LONDON RAILWAY SOURCE BOOK The National Archives - NLP 1 (PAUL 520)
93	[c.1847]	The National Archives – NLR 1 (RAIL 529) Contract plans and sections from Blackwall Basin to Bow Road
94	1914	Construction of Sub-stations at Broad Street, Dalston and Camden in
, .	1,71.	connection with electrification
95	1846 - 1882	Agreements, running powers, easements etc.: summary volume [see separate index]
96	1885	London docks: plan of track layout and access lines of North London Rly
		and London & Blackwall Rly, from Poplar station to Millwall Dock on Isle
		of Dogs. Also shows outline of main streets
97	Undated	Proposed City (Broad Street) Station: Plan of properties in St. Leonard
		Shoreditch & St. Botolph showing boundary between North Western and
		North London Railways
98	1877	Plans of property, Dalston to Bow Scale 1" - 50'
99	1877	Plans of property, Bow to Blackwall Scale 1" - 50'
100	1873	Bridge over proposed new street in Shoreditch:plans
Misce	ellaneous Book	s and Records (former references NL 4/1-23)
101	1901 - 1921	Working agreement with L & NW Railway Company (1908); reports and
		accounts and dividend circulars (1913-1921); map (1901); and other papers
		guard book
102	1905 - 1922	Commuted charges by L & NW Company; staff matters; funds;
		membership of LNW Widows and Orphans Fund; stock and shares; news
		cuttings
103	1901	Workmen's early trains enquiry before Board of Trade inspector
104	1851 - 1912	Statistics of capital, dividends, rolling stock, train mileage, etc. <u>Vol</u>
105	1885 - 1894	Directors' signed attendance book
106	1894 - 1905	Directors' signed attendance book
107	1905 - 1922	Directors' signed attendance book
108 109	1867 - 1922 watermarked	Register of documents sealed Book of reference - Lea Cut to Camden Town Station ? Session
109	1846	Book of reference - Lea Cut to Camden Town Station? Session
110	1862 - 1907	General Orders Nos 1-413 (incomplete) issued by the General Manager.
		These circulars are mainly in connection with signalling, tickets and other
		operating matters guard book [see separate index]
111	1910	Working arrangements for transfer of-management of Company to the L &
		NW RIy: includes staff and general matters, rights and privileges of
110	1070	shareholders etc.
112	1862	List of tolls authorised and demanded for use on the railway (sealed)
113	1864 - 1903	Historical file (separately indexed)
114 115	1864 - 1871 1864 - 1871	Supply of uniform clothing and buttons: correspondence Wm. Adams, Locomotive Supt., Bow: letters to
116	1889	* · · · · · · · · · · · · · · · · · · ·
110	1007	Display of working model of locomotive at Paris Universal Exhibition: correspondence
117	1897 - 1902	Alterations to Bow Workshops: papers and plan
118	1902 - 1903	Vacuum cleaners for carriage cleaning: papers
119	1884 Jan.	Diagram of Metropolitan & Suburban Railways (with enlarged Section of
11)	2001 9411.	Poplar Area)
120	1884 - 1885	Passenger attacking ticket collector: correspondence re incident, court action
121	100/ 1005	etc, and poster Forces from Vensington area to City etc. notes and errospondence
121 122	1884 - 1885 Undated	Fares from Kensington area to City etc, notes and orrespondence Plaque with company crest
122	1919	Target working book. With LNWR Willesden district shunting engine and
143	1919	local trip working book
		local trip working book

Locomotives, Carriages and Wagons (former references NL 5/1-5)

124 1887 Oct.20 Standard specification (engrossed and scaled) for construction of private owners' wagons, with drawings

		NORTH LONDON RAILWAY SOURCE BOOK
		The National Archives – NLR 1 (RAIL 529)
125	1889 Dec. 4	Standard specification (engrossed and sealed) for construction of private
		owners' wagons, with drawings
126	1899 Nov.	Standard specification (printed) for the construction of private owners'
		wagons, with drawings
127	1893 - 1898	Bow Works, Poplar Dock, Steam Crane, Locomotives and Wagons
		(photograph album) (Indexed)
128	1898 - 1908	Interior of Bow Works including various shops, Broad Broad Street Stn
		(interior and exterior) and other items (photograph album)

Petitions & Memorials (former references NL 7/1)
129 1871 July Memorial from inhabitants of Campbell Road, Bow, in regard to smoke nuisance

Records (form	er references NL 15/1-9)
1907	Staff Register (new entrants)
1906	Staff Register (Coaching & Police Depts)
1854 - 1872	Staff Register No.1
1872 - 1881	Staff Register No.2
1881 - 1888	Staff Register No.3
1889 - 1895	Staff Register No.4
1912 - 1920	Engagement agreements (251-500)
1882 - 1896	Clerks' agreements
1896 - 1909	Clerks' agreements
	1907 1906 1854 - 1872 1872 - 1881 1881 - 1888 1889 - 1895 1912 - 1920 1882 - 1896

-			
Pieces	without a	sub-series	parent

		1
13	39 1864 Feb	Agreement between NLR and Thomas Sparke Parry & Charles Parry for carriage of goods
14	40 1864 Mar	Heads of agreement between LNWR and North & South Western Junction
		Railway Company (N&SW) (as owner of the Hampstead Junction Railway)
		and NLR for NLR's running powers
14	41 1865 Apr	Agreement between Edward Tyer (of Old Jewery Chambers, London) and
	ī	NLR concerning electric telegraph
14	42 1865 July	Agreement between NLR and William Jackson (on behalf of Clay Cross
	•	Company) for coal sidings and depot at Fairfield Road, Kew
14	43 1865 Oct	Memorandum of agreement between Midland Railway Company (MR),
		Great Northern Railway Company (GNR) and NLR for exchange of traffic
14	44 c. 1870	Heads of agreement between LNWR and NLR for working of NLR
14	45 1870	Draft agreement between N&SW and LNWR, MR & NLR for lease of
		N&SW
14	46 1862 Mar	Memorandum of agreement between NLR and Rickett Smith & Company
		for letting of coal depot at Devons Lane, Bromley, London; with
		correspondence
14	47 1866 Dec	Agreement between NLR and Joseph Rickett, Samuel Seal, George Cutt,
		William Richard Rickett, William Richard Rickett, William Finney & John
		James Collins (Kings Cross, trading as Rickett Smith & Co) for letting of
		coal depot at Devons Lane
14	48 1867 Mar	Heads of agreement between LNWR, NLR, London, Tilbury & Southend
		Railway Company (LTS) and Peto, Brassey & Betts (lessees of LTS) for
		running powers over LTS's lines
	49 1868 Jan	Agreement between NLR and Cory & Company for Kingsland Coal Depot
15	50 1868 July	Agreement between NLR and General Steam Navigation Company
		concerning cattle traffic
15	51 1869 Dec	Agreement between Great Eastern Railway Company and NLR for traffic
		between Bow and Fenchurch Street

		NORTH LONDON RAILWAY SOURCE BOOK The National Archives – NLR 1 (RAIL 529)
152	1869 Dec	Agreement between Great Eastern Railway Company and NLR for working into Blackwall Station
153	1871 Jan	Agreement between LNWR and NLR for running powers over Hampstead Junction Line
154	1871 Apr	Agreement between N&SW and LNWR, MR & NLR for lease of N&SW in perpetuity
155	1871 Apr	Agreement between HM Postmaster General and NLR for attachment of telegraph wires to roof of Bow Station
156	1871 Nov	Agreement between NLR and LNWR concerning coal depots on NLR
157	1872 Oct	Agreement between Walter Bartlett Chapin (of North Kingston, Rhode
		Island, United States of America) and NLR for use of Olmsteads Patent Break
158	1872 Nov	Agreement between Great Western Railway Company and NLR & LNWR for land and sidings at Poplar
159	1872 Nov	Agreement between GNR and NLR for land and sidings at Poplar
160	1873 Jan	Articles of agreement between LNWR and NLR for traffic over Hampstead Junction Railway
161	1874 Mar	Agreement between NLR and General Steam Navigation Company for cattle station at Poplar
162	1875 Feb	Agreement between GNR and NLR for running of NLR trains over GNR's lines to High Barnet and Chipping Barnet stations from NLR's Broad Street
163	1875 Dec	Agreement between Edward Tyer & John Musgrove Norman (telegraphic engineers, Finsbury trading as Tyer & Co) and NLR for supply and maintenance of telegraphic apparatus
164	1878 Aug	Agreement between East & West India Dock Company and NLR for
1.65	1070	hydraulic pipe at northern angles of south gate of lock connecting Collier Dock and Blackwell Basin
165	1879 Apr	Agreement between NLR and Great Western Railway Company for shed for storing iron at Poplar
166	1884 Dec	Agreement between GNR and NLR for running of NLR's trains from its Broad Street Station to GNR's Edgware, Finsbury Park, High Barnet, Enfield, Muswell Hill, Alexandra Palace and New Barnet stations
167	1885 Oct;	Agreement between East & West India Dock Company and NLR for 1888 May use of warehouses between Collier Dock and New Dock by John Batt & Company for storage of bottles; with memorandum dated 17 May 1888 assigning John Batt & Co's business to Frederick Siemens (merchant, Westminster) endorsed
168	1886 May	Agreement between East & West India Dock Company & NLR and Blackwell Railway Company for conveyance of land near Millwall Junction from dock company to Blackwell company
169	1886 Oct	Agreement between LNWR and NLR for NLR's running powers over LNWR's loop line between High Level Kensington Line at Willesden and N&SW at Acton Wells
170	1886 Nov	Agreement between Caroline Kite (cab proprietress, Kingsland Road, London) and NLR for hire of twenty-two cabs with horses and drivers to NLR's Passenger Superintendent at Broad Street Station
171	1889 Dec	Agreement between National Telephone Co Ltd and NLR for wires on NLR's property
172	1891 Oct	Agreement between LNWR and NLR for erection of new signal box near Skinner Street at Broad Street Station
173	1893 Dec	Agreement between NLR and LTS for works to allow LTS to construct new Bromley Station
174	1894 Jan	Agreement between Great Eastern Railway Company and NLR for construction of Gas Factory Junction Signal Box
175	1900 July	Licence from London & India Docks Joint Committee to NLR to load and

		NORTH LONDON RAILWAY SOURCE BOOK The National Archives – NLR 1 (RAIL 529)
176	1908 Dec	discharge coal into lighters in Poplar Collier Dock Agreement between NLR and LNWR for retirement of NLR's officers and
177	1871 Aug	substitution by LNWR's officers Contract between NLR and John Jay (contractor of public works, St
178	01/01/1872 - 31/12/1872	Pancras, Middx) for widening of City Branch Contract between NLR and William Wicks & William Bangs (contractors (contractors of public works, Limehouse trading as Wicks, Bangs & Co) for erection of postal telegraph office, coal office and shop at St Pauls Road, Highbury
179	1872 May	Contract between NLR and W Wicks & W Bangs for erection of Dalston refreshment rooms
180	1876 July	Contract between Evan Lewis (builder, Hackney) and NLR for erection of new offices at Poplar Goods Depot
181	1877 May	Contract between John Cardus (contractor of public works, Acton, Middx) and NLR for new accumulator towers at Poplar
182	1877 June	Contract between NLR and William Bangs (contractor of public works, Poplar trading as William Bangs & Co) for erection of warehouses and offices at Poplar
183	1878 Apr	Contract between J Cardus and LNWR, MR & NLR (as joint lessees of N&SW) for new offices and alterations at Kew Coal Depot; with sureties bond of same date between James Hadley (contractor, Watford, Herts) & Joseph Simpson (contractor, Kentish Town, Middx) for due performance of contract
184	1892 Oct	Contract between NLR and William Wilkinson (builder and contractor, Finsbury Park trading as Wilkins Brothers) for erection of new booking office at Caledonian Road and other works; with bond between Thomas Pedrette (of Finsbury Park) & Edwin James Rawkins (surveyor, Stoke Newington Road, Middx) and NLR for due performance of contract
185	1893 July	Contract between NLR and Thomas Lascelles, David Ogilvie & Damp; Arthur Cane (contractors, Bunhill Row, London trading as W H Lascelles & Co) for new refreshment room at Broad Street Station; with bond between Securities Insurance Co Ltd and NLR for due performance of contract
186	1898 Mar	Agreement between NLR and John Aird MP, Basil Pym Ellis, John Aird the Younger & Arthur Lucas (contractors, Lambeth, London trading as John Aird & Sons) for widening of Poplar Dock entrance; with specification
187	1850-1853	Draft supplemental agreements between East & West India Docks & Birmingham Junction Railway Company (E&WID) and John Bowes (of Streatham Castle, Durh), Nicholas Wood (of Hatton Hall, Durh) & Charles Mark Palmer (of Newcastle upon Tyne) (trading as Northumberland and Durham Coal Company) concerning depth water in docks at Poplar
188	1856 Jan	Case concerning certain points arising from agreement between NLR and Northumberland & Durham Coal Company and opinion of J H Lloyd
189	1858 May	Agreement between NLR and J Bowes, William Hutt (of Gibside, Durh), N Wood & C M Palmer (as Northumberland & Durham Coal Company) concerning coal traffic
190	1859 Jan	Mutual release between J Bowes, W Hutt, N Wood & C M Palmer, Baron Ravensworth and NLR for claims
191	1858 15 Jan	Heads of proposed agreement between Northumberland & Durham Coal Company and NLR for purchase of Northumberland & Durham Coal Company's plant on NLR's line by NLR. Also under this piece number, with abstracts of agreements between Northumberland & Durham Coal Company and E&WID
192	1850 Dec	Agreement between J Bowes, W Hutt, N Wood & C M Palmer and Thomas Sparke Parry & Charles Parry (coal merchants, Islington Wharf, Middx) for supply of coal via railway

		NORTH LONDON RAILWAY SOURCE BOOK The National Archives – NLR 1 (RAIL 529)
193	1850 Dec	Agreement between J Bowes, W Hutt, N Wood & C M Palmer and Thomas Wood, Henry Wood & George Locket (coal merchants, Kentish Town Coal
		Wharf trading as Thomas Wood Co) for supply of coal via railway
194	1858 Jan	Deed of covenant from T Wood, H Wood & G Locket, J Bowes, W Hutt, N
		Wood & C M Palmer and NLR for NLR to undertake all covenants in
		agreement dated 22 Aug 1850
195	1850 Dec	Agreement between J Bowes, W Hutt, N Wood & C M Palmer and Charles Miller (coal merchant, Shoreditch, Middx) for supply of coal via railway
196	1858 May	Agreement between NLR and LNWR concerning coal traffic
197	1858 June	Memorandum of agreement between Eastern Counties Railway Company, London & Blackwall Railway Company, LTS and NLR for division of
100	1070	through passenger fares
198	1859	Supplemental agreement between MR and LNWR to agreement dated 23 July 1858 concerning coal traffic traffic to NLR
199	1858 Dec	Memoranda of agreement between MR, LNWR, NLR and Clay Cross Company concerning coal traffic
200	1864	Heads of agreement between LNWR, NLR and N&SW and NLR's running powers over N&SW lines
201	1860 Feb	Agreement between Austin Chambers & W H Chambers and NLR for use of patent for railway brakes
202	1860 Oct	Contract between Edward Slaughter (of Bristol), Henry Stothert (of Bath),
		John Stothert (of Bath), Henry Gruning (of Bristol) & John Stephens (of
		London) (trading as Slaughter, Gruning & Co) and NLR for eight bogie tank locomotives; with specification
203	1861 May	Agreement between MR and NLR for MR to construct links with NLR so to carry coal traffic from LNWR via NLR to St Pancras Station
204	1864 Aug	Licence from John Clark (engineer, Glasgow) to NLR for use of two patents
201	10017145	for brake blocks and applying railway brakes
205	1865 Jan	Licence from William Bridges Adams (engineer, Hampstead, Middx) to NLR
		for use of two patents for locomotive engines and trains and wheels, tyres and axles
206	1866 Feb	Licence from William Adams (locomotive engineer, Bow, Middx) for use of
		patent for bogie frames of locomotives and carriage
207	1865 June	Agreement between William Anderson Rose (alderman of City of London) & James Thomas Emmett (promoters of North London, Highgate &
		Alexandra Park (NLHAP)) and NLR for working of NLHAP by NLR
208	1865 Oct	Licence from Richard Holliday (engineer, Bromley, Middx) to NLR for use of patent for locking and securing of levels used in railway signals and points
209	1866 Mar	Agreement between LNWR, NLR and James Abbott (of Shoreditch) for admission of six cabs into Broad Station
210	1868 Jan	Licence from Sim & Barffs Patent Mineral Oil Steam Fuel Co Ltd to NLR
		for use of invention no 513/66 for improvements in carburetting low
		pressure steam, air or coal gas for lighting and heating purposes for
211	1871 July	generating steam or hydrocarbon vapours Agreement between NLR and LNWR for indemnity concerning government
		duty
212	1871 Aug	Agreement between NLR and LNWR for indemnity concerning government duty
213	1879 May	Agreement between LNWR and Jonathan Hurn Faulkener (of Bloomsbury, Middx) for maintenance of gentlemen's lavatories at Broad Street Station
214	1865; 1892	Agreements between New River Company and NLR supply of water
215	1895 Dec	Licence from Henry James Pryce (civil engineer, Stoke Newington, Middx)
		& Luiz de Moraes Gomes Ferreira (electrical engineer, Hackney, Middx) to
		NLR for manufacture and use of invention of improvements in electrical signalling apparatus

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216	1904 Oct	Agreements between NLR and Frederick Allen (mantle cutter, New North Road, London) for settlement for benefit of Charlotte Florence Allen (infant
		of four years old and F Allen's daughter) in payment for injuries sustained
217	1006 I-1-	on NLR's railway on 1 Aug 1904
217	1906 July	Agreement between NLR and Lucy Mountford (widow, Poplar) for
		discharge of claim of death of William Edward Mountford (fireman, NLR) caused by injuries sustained 13 Dec 1905
218	1909 Mar	Agreement between Andrew Handyside & Co Ltd and NLR for executing
210	1909 11141	works at Sidney Road, Church Road and Derby Road, Homerton
219	1909 Aug;	Agreements between NLR and Railway Passenger Assurance Company
	1913 July	authorising undertaking of business of business on stations
220	1911 May	Agreement between Markham & Co Ltd and NLR for executing girder work
221	1913 May	Agreement between NLR and Traveller's Baggage Insurance Association
		authorising undertaking of business on stations
222	1913 Nov	Agreement between NLR and HM Postmaster General for telephone call
222	1020 C	boxes at stations
223	1920 Sept	Agreement between LNWR, NLR, London & South Western Railway Company and Central London Railway Company for running of trains over
		Gunnersbury and Richmond Line
224	1920 Aug	Agreement between NLR and Wyman & Sons Ltd for carriage of
<i></i> 1	1920 Hug	newspapers; with further agreement dated 1 Oct 1920 endorsed
225	1920 Oct	Agreement between William Boyer & Sons and NLR for removal of Long
		Shed at Bow
226	1921 Sept	Agreement between NLR, LNWR & MR and Wyman & Sons Ltd for
		exclusive right of selling newspapers on railways of NLR, Hampstead
	04/44/4004	Junction Railway and N&SW
227	01/11/1921 -	Indemnity from British Renovating Co Ltd to NLR concerning entry upon
228	31/12/1921 1867 Feb	and user of NLR's property at Bow Station Agreement between NLR and T S Parry & C Parry concerning coal depot;
220	100/160	with further agreement dated June 1867 endorsed
229	1866 Jan	Agreement between LNWR, London & South Western Railway Company,
22)	1000 3411	NLR and NSW for use and working of N&SW
230	1867 June	Agreement between NLR and T S Parry & C Parry for letting of Poplar
		Coal Depot
231		Index to leases, grants and miscellaneous agreements (date estimated)
	1921 Mar 31	
232		Register of printed agreements with index: book no 1
222	1865 Jul 26	
233		- Register of printed agreements with index: book no 2
234	1882 Mar 25	Register of printed agreements with index: book no 3
234	1907 Jun 30	Register of printed agreements with index. book no 3
235		Register of printed agreements with index: book no 4
233	1908 Aug 31	register of printed agreements with mack, book no
236	_	Register of printed agreements with index: book no 1; agreements 1 - 1350
		(date estimated)
237	1850 Aug 01	- East and West India Docks and Birmingham Junction Railway agreement
		book

The National Archives – NLR 1 RAIL 529-37 (Reports to Board)

The National Archives North London Railway Reports to the Board - RAIL 529/37

1909.

- 1. Inventory of furniture, etc., in old offices.
- 2. Appointment of Mr. E. Mackie as Estate Agent, vice Mr. Walker.
- 3. N.S.W.J.R. management of line transferred to L.N.W. Co. and appointment of Mr. G.N. Ford as Secretary to the Joint Committee, etc., consequent on retirement of Mr. Dunn.
- 4. Wyman & Sons' revised agreement. Bookstall Contract.
- 5. Discontinuance of ticket collection statistics.
- 6. Reduction of staff correspondence between General Manager and Board of Trade, etc., [Letters handed to Manager to complete his file 21/3/10.]
- 7. Sealed appointment of Lord Faber as L.N.W. Representative on N.L. Board.
- 8. Money, etc., found scale of awards to finders.
- 9. Carriage Stock Memo of meeting of Officers as to disposal of old stock.
- 10. Officers' floating cash balances.
- 11. Lease of No. 318 St. Paul's Road Highbury, N.
- 12. do 324 do
- 13. G.N.R. 3 route season tickets old standing dispute settled. [see 34]

1910.

14. List of licenced premises and transfer of insurance of licences.

1909.

- 15. Report of Messrs. Cooke & Walker in explanation of increase in Locomotive Department expenses.
- 16. Gold pass issued to Mr. Herbert vice Mr. Stephen's returned.
- 17. Bad debts written off tenancies. [& 1911.]

<u>1910.</u>

- 18. Appointment of J. Francis, Estate Department.
- 19. New lease of 22 High Street, Kingsland, granted to the City Tailors Limited.
- 20. Receivers in connection with use of compressed coal gas for lighting trains.
- 21. L.N.W. Guarantee Fund surplus profits, 1909. [1910-1917.]
 [do. suspension of collection of annual premiums.]
- 22. Merit Advances, Estate Department, 1910. [with staff changes]
- 23. Hackney Borough Council's notice to make up Hartwell Street, Dalston.
- 24. Gold passes held by Messrs. Dunn & Hyde returned for cancellation.

The National Archives – NLR 1 RAIL 529-37 (Reports to Board)

- 25. Banking Account -£50,000 placed on Deposit with Glyn & Co., and reduction in payment made by Company for keeping the account Securities.
- 26. No. 1 Highbury Station Buildings lease to Colonel Parry of 3 vaults under the station premises.
- 27. Stores £30,000 transferred to L.N.W. Company on a/c of.
- 28. Mr. Brade (late Telegraph Inspector) re-engaged as a Supernumerary.
- 29. "Green Dragon", Public House, Poplar Mr. Mackie's report as to proposed disposal of.
- 30. Arches etc., Pearson Street, Kingsland Road, E., leased to Messrs. Pickford, Ltd.
- 31. Gold Pass held by late Mr. J. Foster, G.E.R., Director, returned for cancellation.
- 32. 33 Kingsland High Street leased to Mr. H. Davies, and other premises let to Messrs. Bassett & Sons.
- 33. L.C.C. (Tramways & Improvements) Bill clauses agreed with promoters.
- 34. G.N. & City Railway allowance to in respect of three route season tickets. [see 13]
- *35. Bow Works proposed lease of foundry and other premises.
- 36. Proposed shops at Highbury Station. [tenders. proposed letting.]
- %56. Mr. Jepson's report as to experiments with Loco coal.
- 37. Quinquennial Valuation 1910. [1915, 1920. Assessments reductions 1913.]

1911.

- 38. Lease to Messrs. Walker Limited of land at Canonbury.
- 39. do. Morrell Bros., 10 Kingsland High Street.
- 40. do. Sears & Co. of 32 do. & part of 30.
- 41. Ridley Road, Dalston Hackney Borough Council's notices re making up, etc., and demand for £324-10-7 (Coy's proportion).
- 42. Broad Street Station additional platform by L.N.W. Co. etc. [(1915) do. improvement of curves & alterations to signals, etc.]
- 43. Conciliation Boards elections. [Petitions & settlements 1912. Meetings & appointment of Chairman 1913. 1914. 1915. 1917.]
- *35. Bow Works lease to Spratts Patent Ltd. of land. [Sale instead of lease.] Shops, Mare Street, Hackney leased to C & F Napper.
- 44. Mr Ford's (Traffic Supt.) report on causes of decrease in traffic receipts, half-year ending 31/12/11 (to 8/10/11).
- 45. Bow & Bromley Institute premises, Bow Station let to New Bioscope Trading Company, Ltd. [(not carried out) Lease to Mr J Woolf, Proprietor of Wonderland, Whitechapel, 1913. Fell through proposed lease to Mr Macculloch, 1914.]

1912.

- 46. Hackney Borough Council agreement and payment for drain on Coy's property, Ridley Road, Hackney.
- 47. London County Council require land for widening Dalston Lane. [Settlement 1921.]
- 47. Church Avenue, Poplar Coy's proportion of cost of making up.

The National Archives – NLR 1 RAIL 529-37 (Reports to Board)

- 48. Graham Road, Hackney Strip of land required by London County Council. [Price agreed.]
- 49. Arch No. 449, Shoreditch Company accept surrender of Representatives of Mr. Briggs Lees' interest in arch.
- 50. L.N.W. to supply and print this Coy's passenger tickets from 1st July, 1912.
- 51. Electrification of line. [(1919) Sub-Station machinery transferred, Broad St. to South Acton.]
- 52. Stationery, etc., contract with Messrs. McCorquodale & Co. Ltd.
- 53. Dalston Coy's interest in land (Beechwood Street) disposed of to Reeves & Sons, Ltd.
- *35. Foundry buildings etc. Bow Works leased to Hesketh Steel Castings (British) Limited.
- 54. Goods and Coaching Departments Staff scale of pay, salaried staff.
- 55. Haggerston Station Booking Hall to be divided off and let.
- %56. Locomotive Coal Mr. Cook's and Mr. Jepson's report on excessive consumption. [also Mr. Jepson's report as to experiments 1910.] [see 1910.]
- 57. Shoreditch arches and land leased to Clark Hunt & Co. Ltd.

do. Foster & Cole.

do. L.N.W. Co.

- 58. Outstanding Dividend and Interest Warrants to 31/12/1901. [to 31/12/06.]
- 59. Port of London Authority Election of Members. Mr. F. A. Sargent appointed Coy's Representative to vote. Conciliation Boards see No. 43.

<u>1913.</u>

- 60. Land, Alma Road, Canonbury, sold to Mr. F.S. Turner.
- 61. Caledonian Road & Barnsbury Proposed shop in Booking Hall.
- 62. Petitions from Engineer's Staff Gangers and Platelayers.
- 63. 320 St. Paul's Road, Highbury lease to General Accident Fire & Life Assurance Corporation, Limited.
- 45. Bow & Bromley Institute premises proposed lease to Mr Macculloch.
- 64. Season Ticket Revenue decreased receipts, and issue of weekly tickets extended.
- 65. 20 Kingsland High Street Lease to Mrs. A.M. Henson renewed.
- 66. Gold Passes held by Directors of late L.T.S.R. returned and cancelled.
- 67. Land, Wrotham Road, Camden Town, leased to Wooton & Son.
- 68. Travellers' Baggage Insurance Association, Ltd, agreement insurance of passengers' luggage.
- 69. London County Council Tramways re-construction of bridge over railway, Mildmay Park Station agreement as to maintenance.
- 70. Lease of Nos. 12, 14, 16, 24, 26, 28 & 30, Kingsland High Street.
- 71. Camden Town lease of arches & land, Randolph Street, to Mr. P. Hearn.
- 72. Bow Works electricity power supply taken from Poplar Borough Council, and Power Station closed, etc.
- 73. Telephone Call Boxes at Stations agreement with Postmaster General.

The National Archives - NLR 1 RAIL 529-37 (Reports to Board)

<u>1914.</u>

- 74. British Automatic Co. Ltd. agreement as to Ticket Issuing Machines at stations, etc.
- 74a. Railways taken over by Government.
- 75. Dalston Workshops alteration and enlargement, etc. Dalston Signal Stores new building and Inspector's Office.
- 76. Shoreditch Mrs. Holloway's interest in lease of arches and land transferred to Company, etc.
- 77. Poplar land, Preston's Road, to be fenced off.
- 78. Camden Town lease of arch and land 178b Great College Street to Messrs. Unwin (Ltd.). [(1915) No. 178b Great College Street leased to Mr. J.H. Major.]
- 79. Advertisements applications for reduced terms (European War).
- %56. Locomotive Coal stock of 12,000 tons to be maintained.

<u>1915.</u>

- 80. Shoreditch Borough Council's encroachment, Town Hall, etc., etc., and Company's, Bowl Court, etc. [Agreements with Council and with Great Eastern Company.]
- 81. Great Northern Railway Company's notice to determine agreement Suburban train service and Broad Street Station, etc.
- (42) Broad Street Station improvement of curves and alterations to signals, etc., (electrification and larger engines).

[1916]

- 82. Hackney, 333-337 Mare Street to be leased or sold. [Strips of land sold to Borough Council. Proposed lease to Woolworth & Co. Fire, buildings not replaced. 1919.]
- (34) G. N. & City Railway reduced fares, etc.
- 83. Shop No. 34 Kingsland High Street lease to Mr Max Lasky.
- (4) Bookstall Contract allowance made to Wyman & Sons to compensate for loss of trade due to line being closed for Military and Naval requirements.
- 84. Lease to Alex Brilliant of shop, Camden Town Station. [see 136.]
- 85. Lease to Ewer & Co. of arch No. 475 Batemans Row, Shoreditch.
- 86. Lease to Chivers & Sons of arches Nos. 488 and 489 King John Court, Shoreditch.
 - do. J Carter & Son of arches and land, Kingsland Road, Shoreditch.
- 87. do. Brown Bros. of arch, etc., King John Court, Shoreditch.
- 88. Broad Street Station Central London Railway arrangements. Conciliation Boards see No. 43.
- 89. Arches, etc., Shoreditch lease to J. Carter & Sons (Ltd). Union Walk.
- 90. Shoreditch land and premises, Crooked Billet Yard lease to Miss L M Pittman and Mr. E. R. Beckett.
- 91. Shoreditch arches 439-442 and land lease to W & C Marshall.
- 92. do. arch No. 465, etc., Rivington Street lease to Mr. E. J. Bissell.
- 93. Telephone Wayleaves G.P.O. take over National Telephone Co.

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[1917]

- 94. Land to be let for cultivation of foodstuffs.
- 95. Lease to D. Giorgi of 25 Kingsland High Street, Dalston.
- 96. Air-raids damage to Company's property.
- 97. Staff petition of Goods Guards for increased pay, etc., declined.
- *98. do. War Bonus. Salaried and Clerical and Wages.
 - do. do. converted into War Wages. (Traffic.)
 - do. do. Increased remuneration for employees in Workshops. And shorter working week.
- 99. Mr. J. Bruce Ismay appointed L.N.W. Representative on Board.

1918.

- (21) L.N.W. Guarantee Fund suspension of collection of annual premiums.
- 100. Petition from Goods Guards scale altered.
- %56. Locomotive Coal stock depleted by diversion overseas, etc.
- 101. Shoreditch arches 416-420 and land leased to J Carter & Son Ltd.
- *98. Armistice Day day's pay granted. 8-hour day – principle of, granted.

1919.

- %56. Locomotive Coal diverted to S.E.C. Co. paid for by them.
- 82. Hackney, 333-337 Mare Street burned down, not replaced.
- 36. Highbury Leases of shops in Forecourt renewed.
- 102. Right to Mineral Support (Howley Park Case). Coal Mines working of, in proximity to railways.
- 103. Broad Street Water Softening Apparatus arrangement with L.N.W. Co.
- 104. Good Conduct Retiring Allowance Fund petition from Staff for increased allowances, declined. [Lists of men eligible and other papers, etc., 1921.]
- 52. Stationery, etc., Contract with Messrs McCorquodale & Co. Ltd.
- 105. Dalston Lane land sold to J. Billig & Co. Ltd. [Domestic & Garden Utensils Manufacturing Co.

Ltd.]

Highbury – 320 St Paul's Road leased to Miss Ivy Rose.

Shoreditch – arches & land leased to London Theatres of Varieties Ltd.

- 106. L.N.W. Supplementary Fund admission of N.L. men. [Petition of Inspectors to join, declined.]
- 107. Poplar proposed Workshop and Mess-room for Staff.
- 108. 33 Kingsland High Street lease to J. Edmunds & Co. Ltd.
- 109. Sir Robert Turnbull appointed a L.N.W. Rep. on Board.
- 110. Bow Works Coy's claim for rent for sheds whilst in Government use allowed in full, etc.

The National Archives – NLR 1 RAIL 529-37 (Reports to Board)

111. R.C.H. Superannuation Fund – L.N.W. scheme of augmentation of pensions applied to N.L. servants.

1920.

- 82. Hackney strips of land, Mare Street, sold to Borough Council.
- 112. Shoreditch land sold to Edward Fellingham, Ltd.
- 113. Hackney scrap of land, rear of Dalston Lane, sold to Wise.
- 114. Old passenger vehicles (90) sold to L.N.W. Co.
- 115. Shop 326 St Paul's Road, Highbury lease to Drapkin Ltd.
 Premises opposite Bow Station lease to Leaney's Ltd.
 Haggerston Booking Hall re-arranged (£470), and part leased to O. Widman & Co.
- 116. Bow & Bromley Institute, Bow, leased to G. Williams & Co. Ld.
- 117. Canonbury re-arrangement of Booking Hall, and letting of surplus area.

Hackney - do. do. Barnsbury - do. do.

Camden - do. & letting of proposed shop.

Broad Street - lease of Shop No. 24 to Mr. H. G. Katte.

- 118. Unemployment Insurance Act, 1920.
- 119. Bow Works removal of "Long Shed".
- 120. Bow leases of premises to Muir & Weir.
- 121. Poplar lease of 1 Newby Place to Dock, Wharf, Riverside and General Workers' Union.
- 122. Sir Edward T. Broadhurst, Bt., appointed L.N.W. Coy's Representative on Board.
- 123. Rent Roll of Line Mr. Ball's Report.
- 4. Wyman & Sons Bookstall Contract for 10 years.

1921.

- 124. Advertising positions on line Contract with Messrs. Willing.
- 125. Chairman's Staff Gratuity Fund money collected in Model Engines, etc., to be credited to.
- 37. Quinquennial Revaluation 1920.
- 117. Hackney Station alterations and lease to Artistic Flooring & Decorating Company.
- 47. L.C.C. Dalston Lane widening settlement for land purchase etc.
- 126. Advertising arrangements proposal to let to Contractor. [Agreement with Frank Mason & Co. to 31/12/30.]
- 127. Camden Town Houses 231/ and 3 St. College Street unexpired lease surrendered by Mr. Eltham and £400 paid dilapidations.
- 128. Efficiency of old Salaried Staff.
- 129. Resignation of Hon. C.N. Lawrence Director.
- 52. McCorquodale & Co's Stationery Contract notice to terminate.
- 130. Dalston alterations to Booking Office for Parcels work. Old Parcels Office to be let. [Lease to Mr. Farthing.]

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- 131. Railways Act 1921 Scheme of Allocation of £24,500,000.
- 58. Dividends outstanding placed to credit of Suspense A/c.

1922.

- 132. Maiden Lane Junction provision of sunk pit for fogmen.
- 133. Poplar Great Northern Company's tenancy of premises, etc.
- 134. Bow Booking Office alterations to allow amalgamation of Parcel and Booking Office work.
- 135. Broad Street Advertisement Store converted into Paint Store and Mess-room for P Way Dept.
- 136. Camden Town lease of shop to Mr. A. Brilliant. [see 84]
- 137. Highbury lease of 328 St Pauls Road to Charrington Dale & Co. and alterations by them for subletting purposes.
- 138. Shoreditch lease of arches, etc., to Mrs. C. Yager.
- 34. G.N. & C. R. increased allowance in respect of three route season tickets.
- 139. 9 Chalk Farm Road lease of shop premises to Mr. A.A. Hodges.
- 140. Camden Town Station lease of disused Parcels Office and Advertisement Stores to Mr. Levy.
- 141. 57a Kingsland High Street lease to Mr. C. Warbey.
- 142. Hackney Station House alterations to suit Station Master.
- 143. Shoreditch lease of arches land, etc., to Messrs Borst Bros. lease of arch 486 and land to Messrs Brown Bros.
- 144. Highbury lock-up shop and letting to Mr. R. G. Cottier.
- 145. Camden Town surrender to Mrs. Rogers of Coy's leasehold interest in Nos. 24 and 25 Priory Street.
- 146. Highbury lease of shop No. 324 St Pauls Road to Mr. Warman.
- 147. Assessments revision of and reduction obtained in Metropolis.
- 148. Tolls Railway Rates Advisory Committee 1921.
- 149. Losses in Booking L.N.W. and N.L. comparison.
- 150. House Coal question of supplying steam coal.

Produced by Peter Bloomfield from TNA RAIL 529/37.

NORTH LONDON RAILWAY SOURCE BOOK
The National Archives – NLR 1 RAIL 529-95 (Agreements etc)

The National Archives North London Railway

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Note:-In the book pages 23, 24, 27, 50, 56, 68, 69, 73, 83, 84, 134, 135, 154, 165, 166, 175, 178, 182, 184, 186, 202, 207 and 213 are blank.

Produced by David Hanson from TNA RAIL 529/95.

The National Archives North London Railway General Orders - RAIL 529/110

Orde	r Subject	Date	Stations and Notes
1	Strangers in Booking Offices	27 Sep 1863	
2	Examination of Tickets	30 Jan 1863	Description of passes and season tickets
23	Separation of Goods and Mineral Trains	20 Oct 1864	
24A	Guards Handsignals to Signalmen	1 Dec 1864	
25	Hackney Wick - gauge	1 Dec 1864	Hackney Wick
27	Trains Breaking Loose	8 Dec 1864	•
28	Hampstead Junction - Transfer of Staff	11 Jan 1865	From 16 Jan 1865
29	Excess Tickets	25 May 1865	
30	Fog Signalmen	26 May 1865	
31	Opening of City Extension	2 Oct 1865	City Extension
32	Examination of Tickets	Sep 1865	Description of all tickets
33	Broad Street Station	Oct 1865	Broad Street, details of working
40	Transmission of Tickets	9 Jun 1866	
41	Excess Fares	20 Jun 1866	
42	Expired Season Tickets	30 Jul 1866	
43	Poplar New Station and Goods Yard	not dated	Poplar, details of working
51	Shunting on Main Line	16 Oct 1866	
52	Monthly Season Tickets	30 Nov 1866	Cancels No 49
53	Season Ticket Requests	15 Dec 1866	
54	Handsignals Rule 14	23 May 1867	
55	Taking of Coal Orders	10 Jun 1867	
56	Engine Smoke and Whistling	13 Jun 1867	
57	Returning Signals to Danger (too soon)	13 Aug 1867	
58	Gong Communication Victoria Park	Dec 1867	Victoria Park
59	Working of Harlesden Coal Depot	Jan 1868	Harlesden
60	Calling "wait until train stops"	24 Feb 1868	
61	New Men	2 Mar 1868	
62	Closing Carriage Doors	25 Mar 1868	
63	Posting of Advertisements	20 Aug 1868	TT' 11
64	Gongs Highbury Ballast Siding	13 Oct 1868	Highbury
65	Opening of the Richmond extension	29 Dec 1868	Richmond
66 67	Hours of Duty, Porters, etc.	1 Feb 1869	Daw
67	Opening of Bromley branch and sidings at Bow	25 May 1869	Bow
68	Nipping of Tickets	9 Sep 1869	
69 70	Expired Season Tickets	15 Oct 1869	
70	Crossover Skinner Street	28 Dec 1869	Skinner Street
71	Showing of Season Tickets	Mar 1870	
72 72	Searching of Carriages at Night	21 Jun 1870	Deviler Consult Consult Onless
73	Blackwall Jct. and Poplar Coal Yard Working	18 Aug 1870	Poplar. Cancels General Order No 43
74	Telegraph Instruments - Bow	29 Jul 1870	Bow
75	Opening of Ticket Windows and Barriers	23 Aug 1870	_
76	Bow Signals	8 Sep 1870	Bow
77	Guards to Ride in Rear Van	not dated	
78	Blackwall Season Tickets	14 Sep 1870	Blackwall
79	Opening of Kingsland Goods Depot	15 Nov 1870	Dalston (opened 17 Nov 1870)
80	New Station at Barnsbury	17 Nov 1870	Barnsbury (opened

	NORTH LONDON RAILWAY SOURCE BOOK The National Archives – NLR 1 RAIL 529-110 (General Ord		
81	Opening of New Stations at Canonbury, Hackney and Camden Town	29 Nov 1870	21 Nov 1870) Canonbury and Hackney (opened 1 Dec 1870) Camden Town (opened 5 Dec 1870)
82	Production of Passes	30 Nov 1870	,
83	Advertisements at Stations	8 Dec 1870	
84	Discounts and Instalment Payment for Season Tickets	10 Dec 1870	
85	New Signals - Western Jct.	23 Jan 1871	Dalston
86	Working of Coal Trains Bow Gasworks	17 Feb 1871	Bow
87	New Signals Dalston Jct.	27 Feb 1871	Dalston
88	Bell Signals Barnsbury and Canonbury	6 Mar 1871	
89	Bell Signals Old Ford and Poplar	6 Mar 1871	
90	New Signals Kentish Town Jct. and Cattle Sidings	9 Mar 1871	Camden
91	New Signals Maiden Lane Jct.	8 Apr 1871	Maiden Lane
92	Staff Living Away from Stations	4 Apr 1871	
93	New Signals Highbury	19 Apr 1871	Highbury
94	New Signals Dalston and St. Pancras Jct	27 Apr 1871	Dalston, Camden
95	Opening of Additional Lines Kentish Town to Dalston	27 Apr 1871	Cancels GO's Nos 8 19 24 80 81 85 87 90 91 93 and 94
97	Opening of Additional Lines Kentish Town to Dalston	25 May 1871	(opened 26 May 1871)
98	Signals Kentish town Jct.	1 Jun 1871	Camden
99	Euston Season Tickets	8 Jun 1871	
100	Bell Signals Camden Town and Highbury	not dated	Camden, Highbury
101	New Signals Maiden Lane and Hackney	6 Jul 1871	Maiden Lane, Hackney
102	New Signals Edgware Road	14 Jul 1871	Brondesbury
103	Excess Ticket Collectors Bonus	Aug 1871	,
104	Catch Sidings	20 Oct 1871	
105	Obstruction of the Line	10 Nov 1871	
106	Fogmen Working (amended)	6 Feb 1872	
107	Signals Harrow Lane and Poplar Jct.	31 Jan 1872	Poplar
108	Signalmen's Instructions Dalston Jct.	11 Mar 1872	Dalston
109	New Signals Chalk Farm	15 May 1872	Chalk Farm
110	New Signals Victoria Park	(?) Nov 1872	Victoria Park
111	Opening of New Down line Haggerston - Dalston	16 Dec 1872	City Extension
112	Locketts Coal, Poplar Coal and Old Ford	20 Jan 1873	Camden, Poplar Goods, Old Ford Goods
113	Instructions to Signalmen Skinner St, Shoreditch and Haggerston	7 Apr 1873	City Extension
114	New Signals Bow and Haggerston	4 Sep 1873	Bow, Haggerston
115	Numbering of Tickets	Nov 1873	2011, 1111,50131011
116	New Coal Depot Highbury	Feb 1874	Highbury
117	Instructions to Signalmen East India Road, Harrow Lane, High St, and Blackwall Bridge	Apr 1874	Poplar
118	New Signals Gasworks Siding Bow Bank	8 Jun 1874	Bow
119	Clarke's Improved Break	16 Jul 1874	
120	New Signals Devons Road	15 Jul 1874	Bow
121	Opening of New Down Line New Inn Yard to Haggerston	15 Jul 1874	City Extension
122	New Signals Old Ford Coal and Goods	3 Dec 1874	Old Ford

		The National Archives	i – NLR 1 RAIL 529-110 (Genera
	Depot		
123	Opening of Canonbury Jct	9 Dec 1874	Canonbury (opened 13 Dec 1874)
124	Smoking in Break Vans	Nov 1874	10 2 40 10 (1)
125	Carriage Sidings Dalston	Feb 1875	Dalston
126	Signalmen Coming on Duty	Jul 1875	2 wiston
127	New Loop Line Poplar	4 Oct 1875	Poplar
128	Opening of New Cattle Approach Poplar	Nov 1875	Poplar
129	New Signalbox at Shoreditch	2 Dec 1875	Shoreditch (opened 5 Dec 1875)
130	Overcrowding in Carriages	Dec 1875	
132	Opening of New Signalboxes Broad Street		Broad Street (opened 3 Sep 1876)
133	Telegraph Codes	31 Aug 1876	1 /
134	Gong Communication Broad Street	2 Nov 1876	Broad Street
136	Notice to Guards - Breaks and Gas Pressure	e 19 Dec 1876	
137	Single Line High St and Prestons Road	19 Dec 1876	Poplar
138	Opening of Bay West Side Broad St	11 Jan 1877	Broad Street (opened 15 Jan 1877)
139	Instruction to Station Masters Barriers and Calling	11 Jan 1877	,
140	Notices of Expiry of Season Tickets	22 Jan 1877	
141	Excess Fares on GNR tickets	22 Jan 1877	
142	Catch Siding at Highbury	9 Feb 1877	Highbury
143	Busking on Trains	12 Mar 1877	
144	New Sidings at Hackney Wick GN	23 Feb 1877	Hackney Wick (opened 25 Mar 1877)
145	Careless Handling of Parcels	31 Mar 1877	,
149	Alterations at Skinner Street	8 Jun 1877	Broad Street
150	Through Booking from GNR Stations	29 Jun 1877	
153	Re-opening of Sidings at Hackney Wick GN	23 Feb 1878	Hackney Wick (reopened 1 Mar 1878)
154	Loadings Cattle Merchandise and Mineral trains	Apr 1878	Original
154(re	v) Loadings Cattle Merchandise and Mineral trains	Jan 1893	Revision
154(re	v) Loadings Cattle Merchandise and Mineral trains	20 Mar 1895	Revision
156	Excess Fares on GNR Tickets	23 Sep 1879	Cancels No 141
157	Signals at Devons Rd and Bow Carriage Siding	18 Nov 1879	Bow (Amended Issue)
158	New Station at Mildmay Park	Dec 1879	Mildmay Park (opened 1 Jan 1880)
159	New Signalbox Harrow Lane	Mar 1880	Poplar (opened 24 Mar 1880)
160	Carriage of Flammable Goods	20 May 1880	
161	New Home Signals Broad Street	11 Nov 1881	Broad Street
163	Obstruction of the Lines	Apr 1881	
164	New Signalbox Dunloe Street	Apr 1881	Shoreditch (opened 1 May 1881
164(sic	e) Camden Town Stn Overrunning	29 Aug 1881	Camden
165	New Signals Bow and Bromley Branch.	24 May 1881	Bow
166	Opening of New Signalbox St Pancras Jct	28 ??? 1881	Camden
167	Loop Line Jct and Poplar Dock New	12 Nov 1881	Poplar
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		The National Archives	8 - NEK 1 KAIE 327-110 (Gell
	Signals		
168	New Signals Haggerston	18 Nov 1881	Haggerston
169	Catch Siding Dalston Bank	18 Nov 1881	Dalston
170	New Signals Mildmay Park	?	Mildmay Park
171	Passengers Riding in Break Vans	?	
	Train Register Boys	22 Feb 1882	
172	Signals Devons Rd Loco and Carriage	Mar 1882	Bow
	Sidings		
173	New Signals Haggerston	4 Apr 1882	Haggerston
174	Poplar Coal, Beer and Cattle Sidings	3 Jun 1882	Poplar
175	Tilbury Jct. New Up Main Signal	7 Dec 1882	Bow
176	New Signals Loop Line Jct	26 Jan 1883	Poplar
177	Signals Kentish Town Jct	not dated	Camden
178	Fogging	1 Oct 1887	Cumacii
178	Fogging	Sep 1890	
178	Fogging	Sep 1892	
178	Fogging	Sep 1895	
181		*	Various
101	Alterations to Signals - St Pancras Sidings,		various
	York Road, Canonbury Station and Maiden		
100	Lane to Mildmay Park	20 Maii 1004	D-1-4
182	Signals Eastern and Western Jcts	20 Mar 1884	Dalston
183	Signals Victoria Park, Bow and Bow Bank	-	Victoria Park, Bow
184	Signals East India Rd and High Street Jcts	26 May 1884	Poplar
185	Opening of South Bromley Station	25 Aug 1884	South Bromley
187	New Block telegraph Codes	3 Oct 1884	
188	Return tickets	1 Nov 1884	Original
188	Return tickets	Oct 1891	Revision
188	Return tickets	Aug 1892	Revision
188	Return tickets	May 1898	Revision
189	Company's Servant without Tickets	28 Oct 1884	
	Refreshments for Fog signalmen	31 Dec 1884	
190	S Bromley and New Steam Sheds Signals	14 Dec 1891	South Bromley
			Revision pasted over
			original
191	Bow Up Starting Signal	10 Feb 1885	Bow
193	Fork Locks and Discs Kingsland	Feb 1885	Dalston
195	Hours of Duty telegraph Clerks	Mar 1887	
198	Passengers' Left Luggage	Aug 1887	
199	Devons Road New Signalbox	27 Aug 1885	Bow
200	Tilbury Jct New Signals	27 Aug 1885	Bow
203	Repairing Outdoor and Electric Signalling	10 Dec 1888	Revised
204	Dalston No.2 Down Line Signals	1 Dec 1885	Dalston
	Notice Re Rule 148 SandT Boards	18 Apr 1878	
206	Instructions for Locketts Coal Depot	25 Jan 1885	Camden, original
206	Instructions for Locketts Coal Depot	30 Sep 1889	Camden, revised
207	Notice to SMs Obstruction of the Line	Jan 1886	Cancels 105 and 163
208	Alterations to Signals Dalston and	15 Feb 1886	Dalston Homerton
200	Homerton	131001000	Daiston Homerton
209	Alterations to Signals Hampstead Rd Jct	15 Feb 1886	Camden
210	Train Register Lads Walking on the Line	4 Mar 1886	Calliucii
210			Bow
	Alterations to Signals Bow Jct	Apr 1886	
213	Alterations to Signals Eastern and Western	17 May 1886	Dalston
214	Jet Alterations to Signals Kontish Town and	2 I.m. 100/	Comdon I area
214	Alterations to Signals Kentish Town and	2 Jun 1886	Camden Lane
	Maiden Lane		

	NORTH LONDON R	AILWAY SOURCE BOOK The National Archives	- NLR 1 RAIL 529-110 (General Orders)
215	Hackney Coal Depot	2 Apr 1886	Hackney. Revised
216	Canonbury Jct Alterations to Signals	18 Jun 1886	Canonbury
217	Alterations to Signals Old Ford and	6 Jul 1886	Victoria Park, Old Ford
	Victoria Park		
219	Alterations to Signals York Road	7 Oct 1886	Maiden Lane
220	Hackney Wick New Signals	27 Sep 1886	Hackney
221	York Road Signals	16 Nov 1886	Maiden Lane
222	Devons Road Alterations to Points	25 Oct 1886	Bow
223	Alterations to Signals Eastern Jct	2 Feb 1887	Dalston
224	Alterations to Signals Canonbury Station	16 Feb 1887	Canonbury
225	Alterations to Signals Dunloe Street	14 Mar 1887	Shoreditch
226	Broad Street Whistles	29 Sep 1888	Broad Street. Revised
227	Alterations to Signals Barnsbury, York	16 Apr 1887	Barnsbury, Camden
	Road and Maiden Lane		
227	Alterations to Signals Barnsbury, York	16 Apr 1887	Maiden Lane
	Road and Maiden Lane		
228	Alterations to Signals Shoreditch	2 May 1887	Shoreditch
229	Alterations to Signals St Pancras and	17 Jun 1887	Camden
	Maiden Lane		
	Holiday Arrangements HM Jubilee	17 Jun 1887	
230	Opening of Maiden Lane Station and	17 Jun 1887	Maiden Lane
	alterations to Signals York Road		
231	New Signals Highbury and Canonbury	5 Jul 1887	Canonbury, Highbury
232	Alterations to Signals Homerton and	Jul 1887	Homerton, Hackney
222	Hackney	21 1 100=	
233	Alterations to Signals Mildmay Park and	31 Aug 1887	Mildmay Park, Victoria Park
22.4	Victoria Park	G 1007	G 1
234	Shunting Gong St Pancras Jct	Sep 1887	Camden
225	Refreshments for Fog signalmen	1 Oct 1887	Dura di Churata Canada
235	Broad Street Gong Code	Oct 1887	Broad Street. Cancels
226	Donal St. Alteretions to Don Signals	11 Nag. 1007	General Order 133
236	Broad St Alterations to Bay Signals	11 Nov 1887	Broad Street
240	Alteration to Signals Hampstead Rd and	3 Jan 1888	Camden
241	Kentish Town	23 Mar 1888	Victoria Park
241	Alteration to Signals Victoria Park Jct Opening of Poplar Central Signal Cabin	31 Aug 1888	Poplar (opened 9 Sep
Z44	Opening of Popiai Central Signal Caom	31 Aug 1000	1888)
245	Alteration to Signals Camden Town	28 Sep 1888	Camden
24 <i>3</i>	Refreshments for Fog signalmen	1 Oct 1888	Camden
246	Alteration to Signals Highbury, Canonbury		Canonbury, Highbury
240	and Canonbury Jet	25 1 60 1009	Canonoury, Ingnoury
247	Alteration to Signals Victoria Park	25 Apr 1889	Victoria Park
248	Alteration to Signals Victoria 1 ark Alteration to Signals Hampstead Rd Jct	Jun 1889	Camden
249	New Signal Cabin Highbury No.1	19 Jul 1889	Highbury (opened 28
27)	New Signal Caom Inghoury 10.1	1) Jul 100)	Jul 1889)
250	Working of Home and Starting Signals	12 Aug 1889	Jul 1007)
251	Calling on Signals Shoreditch	14 Aug 1889	Shoreditch
252	Excess Fares	Oct 1889	Shoreaten
253	Calling on Signals Eastern and Western	14 Nov 1889	Dalston
233	Jets	111101 1007	Buiston
270	Broad Street Bell and Whistle Codes	1 Mar 1892	Broad Street. Revised.
2,0	21044 Shoot Doll and 11 motic Couch	11101 1072	Cancels 226 and 270
257	Old Ford Ground Discs	15 Feb 1890	Old Ford
259	Canonbury New No.1 Signal Cabin	Feb 1890	Canonbury (opened 2
		-	Mar 1890)
			,

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260	Barnsbury New No.1 Signal Cabin	3 Mar 1890	Barnsbury (opened 16
			Mar 1890)
261	New Signals York Road, Maiden Lane and	17 Apr 1890	Maiden Lane, Camden
	Kentish Town Jct	1	,
262	New Signals Victoria Park, Hackney Wick	25 Apr 1890	Victoria Park, Dalston
	and Dalston No.2		and Hackney Wick
264	Opening of New Passenger Sidings Poplar	26 Jun 1890	Poplar
267	Privilege Tickets	7 Oct 1890	
268	Skinner St Signals and New Bay Broad St	17 Sep 1890	Broad Street
269	Broad St Goods Yard Gongs	18 Sep 1890	Broad Street
270	Broad St Passenger Bell and Whistle	21 Apr 1893	Broad Street
	Codes		
270	Broad St Passenger Bell and Whistle	Oct 1890	Broad Street. Cancels
	Codes		No 235
270	Broad St Passenger Bell and Whistle	1 Jan 1904	Broad Street
	Codes	G 100 5	
	Refreshments for Fog signalmen	Sep 1892	D 0115 1
271	Alterations to Signals Tilbury Jct and	1 Nov 1890	Bow, Old Ford
272	Old Ford	2431 1000	
272	GNR Traders Tickets to Moorgate	24 Nov 1890	
273	Privilege Tickets GNR, LSWR, LTSR,	3 Dec 1890	
274	LNWR	5 Dag 1900	
274	Conveyance of Soldiers, Marines and	5 Dec 1890	
275	Seamen Factory Let Distant Signals	29 Nov 1890	Dalston
276	Eastern Jct Distant Signals GNR Season Tickets	16 Dec 1890	Daiston
282	Alterations at Poplar	26 Jun 1891	Poplar
283	Working of Vacuum Brake	6 Aug 1891	Topiai
284	Gong at Poplar	24 Aug 1891	Poplar
285	New Signal Cabin at Devons Road	5 Oct 1891	Bow (opened 10 Oct
203	The World Caom at Devons Road	2 001 1071	1891)
286	Privilege Tickets to and from GNR	9 Oct 1891	
287	Signal Alterations Maiden Lane and	22 Oct 1891	Camden
	Kentish Town Jct		
285(re	ev) Signal Alterations Devons Road	14 Dec 1891	Bow. Revised
288	Signal Alterations Victoria Park	15 Dec 1891	Victoria park
289	Passenger Train Sidings Poplar	23 Dec 1891	Poplar
290	Changes to Signal light Colours	22 Jan 1892	_
291	LNWR 3rd Class Season Tickets	2 Feb 1892	
292	GNR Season Tickets	28 Mar 1892	
293	Railway Letter post	22 Mar 1892	
294	Electric Gong Broad St Goods	13 May 1892	
295	Distant Signals Dalston No.1 and Tilbury	17 May 1892	Dalston, Bow
	Jet		
	Privilege Tickets	28 Jul 1892	~ .
296	Disc Signal St Pancras Sidings	14 Oct 1892	Camden
297	Guards Signals to Start Trains	21 Oct 1892	D 10.
298	New Signal Cabin Skinner Street	26 Oct 1892	Broad Street
299	Continuous Brakes	16 Nov 1892	Milder D. J. D. J.
300	Signal Alterations New Inn Yard and	15 Dec 1892	Mildmay Park, Broad
201	Mildmay Park Pavision of Patas by Passanger Train	15 Dec 1902	Street
301 302	Revision of Rates by Passenger Train	15 Dec 1892 22 Dec 1892	
302	Abolition of Free Passes for Dealers, Drovers, etc	44 DEC 1074	
	D101015, CIC		

	NORTH LONDON I		E BOOK Archives – NLR 1 RAIL 529-110 (General Orders
305	Opening of Dunloe St Depot Shoreditch	17 Feb 1893	Shoreditch
305(re	ev) Dunloe St Gong Signals	9 Sep 1898	Shoreditch
307	Alterations to Signals Shoreditch	17 Apr 1893	Shoreditch
309	Tilbury Down Starting Signals	?	Bow
310	New Junction York Road	26 Oct 1893	Maiden Lane No.2 SB
			open 29 Oct 1893
311	Alterations to Signals Dalston No 1	23 Oct 1893	Dalston
312	New Signals Broad Street Goods Yard	16 Nov 1893	Broad Street
316	New Signals Bromley Bank	28 Dec 1893	Bow
317	New Signals South Bromley	14 Jan 1894	South Bromley
318	New Signals Tilbury Jct	1 Feb 1894	Bow
319	New GER Depot and Sig. Box Graham	1 May 1894	Dalston (opened 6 May
517	Road	1 11 1u y 10) .	1894)
319(r	ev) New GER Depot Graham Road	18 Jun 1894	Dalston
320	New Signals Homerton and Western Jct		Dalston, Homerton
323	Kingsland Depot Gongs	21 Jun 1894	
324	Eastern Jct New Signal Cabin.	25 Jul 1894	Dalston (opened 29 Jul
<i>32</i> ¬	Lastern Set New Signar Cabin.	23 Jul 1074	1894)
327	New Signals Hampstead Rd Jct	12 Sep 1894	Camden
206(re	ev) Locketts Depot Ground Frame	12 Sep 1894	Camden. Cancels order
`	,	of 30	Sep 1889
328	Local Privilege Ticket Arrangements	31 Oct 1894	•
329	New Signals Victoria Park	11 Dec 1894	Victoria Park
328(re	ev) Local Privilege Ticket Arrangements	31 Dec 1894	
330	New Signals and Signal Box Bow Jct	20 Mar 1895 1895)	Bow (opened 24 Mar
331	Block Working Revision	21 Mar 1895	
	ev) New Signals Bow Bank	28 Mar 1895	Row
,	ev) Bell Codes Broad Street		Broad Street
332	Alterations to Signals Maiden Lane and		Camden, Dalston
	Western Jct	•	Camach, Daiston
333	Conveyance of Compressed Gases	28 May 1895	Deleter Deep Deviler
334	Calling on Distants Dalston No.1, Tilbury Jct and Poplar Central	1 Jun 1895	Dalston, Bow, Poplar
336	International Railway Congress Tickets	17 Jun 1895	
337	Alterations to Signals St Pancras Jct	2 Jul 1895	Camden
	Interchange Privilege Tickets MR and NER	9 Jul 1895	
338	Alterations to Signals Western Jct	9 Aug 1895	Dalston
340	Alterations to Signals Victoria Park	15 Aug 1895	Victoria Park
	Interchange Privilege Tickets	31 Aug 1895	
341	New Signals Dalston Jct	2 Sep 1895	Dalston
342	Rule 293 Speed approaching Terminal Stns	1 Oct 1895	
	Refreshments for Fogmen	Sep 1895	
343	Tell Tale Block Instruments Eastern and	30 Oct 1895	Dalston
	Western Jets	22 24 1070	
344	MCC and Football Club Tickets	31 Oct 1895	
345	New Signals Canonbury Jct and Poplar	?	Canonbury, Poplar
2 .0	Cent	•	canonicary, r opiur
	Interchange Privilege Tickets Children	22 May 1896	
	Privilege Tickets Crystal Palace	10 Jan 1896	
346	Interchange Privilege Tickets	1 Jan 1896	
	ev) Cash at Stations	17 Mar 1896	
237(10	Privilege Tickets Crystal Palace	29 Apr 1896	
	111,110go 110koto Oryotal i alace	27 11p1 1070	

New Signals Mildmay Park and Canonbury Canonbury		NORTH LONDON RAILWAY SOURCE BOOK The National Archives – NLR 1 RAIL 529-110 (General Orders)		
Canonbury	350	New Signals Mildmay Park and		
New Signal Cabin Kentish Town Jet 7 Sep 1896 Camden (opened 13 Sep 1896)		•	10 0 41 1000	
Interchange Privilege Tickets	351	<u> </u>	7 Sep 1896	•
Interchange Privilege Tickets	331	The William Cubin Rentish Town Set	7 5 c p 1070	` =
New Signal Cabin Victoria Park 23 Oct 1896 Nov 1896		Interchange Privilege Tickets	14 Feb 1896	Sep 1870)
Alterations to Signals Highbury and Canonbury No 2 Up Refreshments for Fogmen Refreshments for Refreshments Refreshment				Victoria Park (opened 8
Alterations to Signals Highbury and Canonbury No 2 Up Refreshments for Fogmen Refreshments for Refreshments Refreshments for Fogmen Refreshments for Refreshments Refreshm	332	New Signal Caom Victoria I aik	23 001 1070	, <u>-</u>
Canonbury No 2 Up Refreshments for Fogmen Sep 1897 178(rev) Fog Signalling Instructions Sep 1897 355 New Signal Canonbury Jct 11 Oct 1897 Local Privilege Tickets 19 Sep 1897 356 Local Privilege Tickets not dated 178(rev) Fog Signalling Instructions Sep 1898 357 New Signals Kentish Town Jct and Old 14 Feb 1898 Ford 358 New Inn Yard Calling on Signal 24 Jan 1899 359 Good Conduct Retiring Allowances 22 Jan 1899 360 Conveyance of Explosives 8 Nov 1899 361 Gongs Devons Road Coal Sidings 10 Feb 1899 362 Ave Signals Dalston No 1 and Eastern Jct 7 May 1900 363 New Signal Cabin Old Ford 13 Jun 1900 364 New Signal Cabin Old Ford 13 Jun 1900 365 Electric Bell Communication Poplar 8 Aug 1900 366 New Signalling Instructions Sep 1900 367 Passenger Communication Cords Jan 1901 368 Canonbury, Highbury and Barnsbury New Down Line Signals 370 Bow Jct New Ground Disc 4 Jul 1901 369 Workmen's Tickets 27 Jul 1901 371 Bow Jct New Ground Disc 4 Jul 1901 372 Shunting at Broad Street 6 Jan 1902 373 Devons Road New Jct 8 Mar 1902 374 Local Privilege Tickets 12 Apr 1902 375 Rev 29 May 1908 376 And 1904 377 Browley Browley Bank Working Jun 1902 378 Devon Road New Jct 12 Apr 1902 379 Bow Jct New Ground Street 12 Apr 1902 370 Browley Browley Bank Working Jun 1902 370 Browley Bank Working Jun 1902 371 Browley Browley Bank Working Jun 1902	354	Alterations to Signals Highbury and	1 San 1807	,
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359 Good Conduct Retiring Allowances Special Arrangements During Fog 360 Conveyance of Explosives 8 Nov 1899 361 Gongs Devons Road Coal Sidings 363 New Signals Dalston No 1 and Eastern Jet 363 New Signals Dalston No 1 and Eastern Jet 364 New Signal Cabin Old Ford 365 Electric Bell Communication Poplar 366 New Signals Poplar Central 367 Passenger Communication Cords 368 Canonbury, Highbury and Barnsbury New 369 Workmen's Tickets 370 Bow Jet New Ground Disc 371 Bow Jet New Signal 372 Shunting at Broad Street 373 Devons Road New Jet 374 Local Privilege Tickets 375 Jun 1902 376 Special Arrangements During Fog 21 Oct 1899 22 Jan 1899 24 Oct 1899 25 Supt's Circular No 1026 26 Nov 1899 27 Jun 1901 28 Dow 29 Dalston 20 Old Ford (opened 1 Jul 1900) 20 Dalston 20 Old Ford (opened 1 Jul 1900) 20 Poplar 21 Sep 1900 21 Canonbury, Highbury 20 Poplar 20 Canonbury, Highbury 21 Bow 22 Jun 1901 23 Bow 24 Jul 1901 25 Bow 26 Jul 1901 26 Bow 27 Jul 1901 27 Supting at Broad Street 27 Jul 1901 28 Bow 29 Bow 20 Bow 20 Aug 1904 20 Bow 20 Aug 1904 20 Bow 20 Jet Rev 29 May 1908 20 Aug 1904 20 Bow 20 Jet Rev 29 May 1908 20 Bow 20 Jet Rev 29 May 1908 20 Bow 21 Jun 1902 21 Jun 1902 22 Jun 1903 23 Bow 24 Local Privilege Tickets 25 Jun 1902 26 Bow 27 Jun 1902 27 Jun 1902 28 Bow 28 Jun 1908 28 Jun 1909 28 Jun 1909 30 Jet Rev 29 May 1908 316 Jun 1902 316 Jun 1902 316 Jet Rev 29 May 1908 316 Jun 1902 316 Jun 1902 316 Jet Rev 29 May 1908 316 Jun 1902 316 Jun 1902 316 Jun 1902 316 Jun 1902 317 Bow Jet Rev 29 May 1908 316 Jun 1902 318 Jun 1902 319 Jun 1902 310 Jet Rev 29 May 1908 316 Jun 1902 316 Jun 1902 317 Bow Jet Rev 29 May 1908 316 Jun 1902 318 Jun 1902 319 Jun 1902 310 Jun 1902	35/		14 Feb 1898	Camden, Old Ford
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360 Conveyance of Explosives 8 Nov 1899 361 Gongs Devons Road Coal Sidings 10 Feb 1899 Bow Privilege Tickets 12 Jun 1901 363 New Signals Dalston No 1 and Eastern Jct 7 May 1900 Dalston 364 New Signal Cabin Old Ford 13 Jun 1900 Old Ford (opened 1 Jul 1900) 365 Electric Bell Communication Poplar 8 Aug 1900 Poplar 366 New Signals Poplar Central 7 Sep 1900 Poplar 376 New Signalling Instructions Sep 1900 367 Passenger Communication Cords Jan 1901 368 Canonbury, Highbury and Barnsbury New 16 May 1901 Canonbury, Highbury Down Line Signals Barnsbury 370 Bow Jct New Ground Disc 4 Jul 1901 Bow 369 Workmen's Tickets 27 Jul 1901 Contains coloured samples 178(rev) Fog Signalling Instructions Oct 1901 371 Bow Jct New Signal 10 Oct 1901 372 Shunting at Broad Street 6 Jan 1902 Broad Street 373 Devons Road New Jct 8 Mar 1902 374 Local Privilege Tickets 12 Apr 1902 380 Local Privilege Tickets Jan 1903 + Rev 29 May 1908 and 9 Aug 1904 316(rev) Bromley Bank Working Jun 1902 Bow	359	Good Conduct Retiring Allowances	22 Jan 1899	
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361 Gongs Devons Road Coal Sidings 10 Feb 1899 Privilege Tickets 12 Jun 1901 363 New Signals Dalston No 1 and Eastern Jct 7 May 1900 364 New Signal Cabin Old Ford 13 Jun 1900 Old Ford (opened 1 Jul 1900) 365 Electric Bell Communication Poplar 8 Aug 1900 Poplar 366 New Signals Poplar Central 7 Sep 1900 Poplar 376 Passenger Communication Cords Jan 1901 367 Passenger Communication Cords Jan 1901 368 Canonbury, Highbury and Barnsbury New 16 May 1901 Canonbury, Highbury Down Line Signals Barnsbury 370 Bow Jct New Ground Disc 4 Jul 1901 Bow 369 Workmen's Tickets 27 Jul 1901 Contains coloured samples 371 Bow Jct New Signal 10 Oct 1901 371 Bow Jct New Signal 10 Oct 1901 372 Shunting at Broad Street 6 Jan 1902 Broad Street 373 Devons Road New Jct 8 Mar 1902 Bow 374 Local Privilege Tickets Jan 1903 + Rev 29 May 1908 376 Alocal Privilege Tickets Jan 1903 and 9 Aug 1904 316(rev) Bromley Bank Working Jun 1902 Bow		360 Conveyance of Explosives	8 Nov 1899	•
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363 New Signals Dalston No 1 and Eastern Jct 7 May 1900 364 New Signal Cabin Old Ford 13 Jun 1900 Old Ford (opened 1 Jul 1900) 365 Electric Bell Communication Poplar 8 Aug 1900 Poplar 366 New Signals Poplar Central 7 Sep 1900 Poplar 378 Poplar Poplar Poplar Poplar 367 Passenger Communication Cords Jan 1901 368 Canonbury, Highbury and Barnsbury New 16 May 1901 Canonbury, Highbury Down Line Signals Barnsbury 370 Bow Jct New Ground Disc 4 Jul 1901 Bow 369 Workmen's Tickets 27 Jul 1901 Contains coloured samples 178(rev) Fog Signalling Instructions Oct 1901 371 Bow Jct New Signal 10 Oct 1901 372 Shunting at Broad Street 6 Jan 1902 Broad Street 373 Devons Road New Jct 8 Mar 1902 374 Local Privilege Tickets 12 Apr 1902 380 Local Privilege Tickets Jan 1903 + Rev 29 May 1908 and 9 Aug 1904 316(rev) Bromley Bank Working Jun 1902 Bow		-	12 Jun 1901	
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365 Electric Bell Communication Poplar 366 New Signals Poplar Central 7 Sep 1900 Poplar 7 Sep 1900 Sep 1900 367 Passenger Communication Cords 368 Canonbury, Highbury and Barnsbury New Down Line Signals 369 Workmen's Tickets 369 Workmen's Tickets 370 Bow Jct New Ground Disc 369 Workmen's Tickets 370 Bow Jct New Signal 371 Bow Jct New Signal 372 Shunting at Broad Street 373 Devons Road New Jct 374 Local Privilege Tickets 375 Local Privilege Tickets 376 Jeron May 1901 377 Bow Jct New Signal 377 Sep 1900 Sep 1900 Sep 1900 Sep 1900 Sep 1900 Sep 1900 Sep 1901 Sep 1901 Sep 1901 Sow Sep 1900 Sep 1900 Sep 1901 Sep 1901 Sep 1901 Sep 1902 Sep 1900 Sep 19	364		2	· -
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370 Bow Jet New Ground Disc 369 Workmen's Tickets 27 Jul 1901 Contains coloured samples 178(rev) Fog Signalling Instructions 371 Bow Jet New Signal 372 Shunting at Broad Street 373 Devons Road New Jet 374 Local Privilege Tickets 380 Local Privilege Tickets 380 Local Privilege Tickets 380 Jun 1903 380 Jun 1903 380 Jun 1904 380 Jun 1902 380 Bow		The second secon	- v - · - · · · · · · · · · · · · · · ·	
369 Workmen's Tickets 27 Jul 1901 Contains coloured samples 178(rev) Fog Signalling Instructions 371 Bow Jet New Signal 372 Shunting at Broad Street 373 Devons Road New Jet 374 Local Privilege Tickets 380 Local Privilege Tickets Jan 1903 4 Rev 29 May 1908 and 9 Aug 1904 316(rev) Bromley Bank Working Jun 1902 Bow 316 Jun 1902 Bow 316 Jun 1903 4 Rev 29 May 1908 Bow 316 Jun 1902 Bow	370	<u> </u>	4 Jul 1901	-
178(rev) Fog Signalling Instructions 371 Bow Jet New Signal 372 Shunting at Broad Street 373 Devons Road New Jet 374 Local Privilege Tickets 380 Local Privilege Tickets 316(rev) Bromley Bank Working 316(rev) Bromley Bank Working 30ct 1901 30ct 1901 30 Bow 310 Devons Road Street 310 Devons Road Street 310 Devons Road New Jet 310 Devons Road Street 311 Devons Road Street 311 Devons Road Street 312 Apr 1902 316 Devons Road Street 313 Devons Road Street 314 Devons Road Street 315 Devons Road Street 316 Devons Road Street 317 Devons Road Street 318 Devons Road Street 319 Devons Road Street 319 Devons Road Street 319 Devons Road Street 310 Devons Road Street 311 Devons Road Street 312 Apr 1902 313 Devons Road Street 314 Devons Road Street 315 Devons Road Street 316 Devons Road Street 317 Devons Road Street 318 Devons Road Street 318 Devons Road Street 319 Devons Road Street 319 Devons Road Street 310 Devons				
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	,	· · · · · · · · · · · · · · · · · · ·		Bow
188(rev) Availability of Return Tickets 28 Jul 1902	,	· ·		D 10.
372(rev) Shunting at Broad Street 23 Sep 1902 Broad Street	•			
377 Canonbury Ground Signals 22 Sep 1902 Canonbury		, .		•
376 Season Tickets and Passes 25 Sep 1902 In Colour.			-	In Colour.
178(rev) Fog Signalling Instructions 10 Oct 1902				77. 11
382 Highbury Disc Signals 8 Apr 1903 Highbury			_	
384 Barnsbury Ground Signals 17 Aug 1903 Barnsbury		· · · · · · · · · · · · · · · · · · ·	_	Barnsbury
381(rev) Engine Headlights and Discs 2 Nov 1903	,	, -		
388 Exceptional Loads 4 Jul 1904		•		
360(rev) Dangerous Goods and Government 4 Jul 1904	360(re	· · · · · · · · · · · · · · · · · · ·	4 Jul 1904	
Explosives		Explosives		

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394 Hackney Wick Gong	16 Dec 1904	Hackney	
178(rev) Fog Signalling Instructions	30 Sep 1908	•	
379(supp) LNWR Ordinary Season Tickets	Feb 1907		
Refreshments to Fog Men	Oct 1893		
375 Hampstead Rd Jet Ground Discs	6 Sep 1902	Camden	
383 Hampstead Rd Jet Ground Discs	18 May 1903	Camden	
178(rev) Fog Signalling Instructions	13 Oct 1903		
St John Ambulance Classes	1 Oct 1903		
385 Excess fares	31 Dec 1903		
386 GNR Tickets on NLR	21 Jan 1904	Cancels General Order 238	
389 Availability of Return Tickets	30 Jun 1904		
386(rev) GNR Tickets on NLR	31 Aug 1904		
178(rev) Fog Signalling Instructions	Sep 1904		
390 Numbering of Tickets	30 Sep 1904	Cancels General Order 115	
391 Harrow Lane Goods Yard Working	9 Nov 1904	Poplar	
392 Colours of Backlights of Disc Signals	18 Nov 1904	•	
393 Local Privilege Tickets	1 Dec 1904	+Revs 19 Jun 1905 and 19 Jan 1905	
379 LNWR Ordinary Season Tickets	6 Feb 1905	19 0011 19 00	
215(rev) Hackney Coal Depot	1 Jun 1905	Hackney	
385(rev) Excess Fares	17 Aug 1905		
Broad St Goods Yard Working	18 Sep 1905	Broad Street	
178(rev) Fog Signalling Instructions	30 Sep 1905		
398 Bookstalls Transferred to Wymans	23 Jan 1906		
400 Tilbury Jet	?	Bow	
397 Eastern Jct Ground Discs	5 Mar 1906	Dalston. Revision of General Orders 324 and 397	
LNWR Workmen's Tickets	12 Mar 1906	Page 3 only	
379(rev) LNWR Ordinary Season Tickets	Feb 1906		
401 South Bromley Signal Alterations	22 Mar 1906	South Bromley	
402 New Engine Whistles	27 Apr 1906	•	
LNWR Workmen's Tickets	28 Apr 1906	Page 3 only	
403 Shunting Signals Loop Line Jct	19 May 1906	Poplar	
404 Renewal of Signals Haggerston	Aug 1906	Haggerston	
405 Renewal of Signals Homerton	Aug 1906	Homerton	
178(rev) Fog Signalling Instructions	30 Sep 1906		
202(rev) Shunting Gong Harrow Lane	17 Oct 1906	Poplar	
379(amnd) LNWR Ordinary Season Tickets	Feb 1907		
203 (rev) Repair of Outdoor Signals and Interlocking	25 Feb 1907		
LNWR Workmen's Tickets	Mar 1907	Page 3 only	
360(rev) Dangerous Goods and Explosives	28 May 1907		
407 Tail and Side Lights	31 Aug 1907		
408 Old Ford Gong	Aug 1907	Old Ford	
409 Concentration of Highbury Signal Cabins	8 Aug 1907	Highbury	
410 Repeating Arm South Bromley	28 Aug 1907	South Bromley	
411 Local Privilege Tickets 412 Concentration of Parashyrus Signal poling	Nov 1907	+ Rev of 31 Dec 1907	
412 Concentration of Barnsbury Signal cabins	2 Dec 1907	Barnsbury Maidan Lana	
413 Electric Bell York Road No.1 Cabin	1 Jan 1908	Maiden Lane Supt's Order 601	
Weekly Wages 290(rev) Colours of Disc Signal Lights	13 Jul 1904 8 Jul 1907	Supt's Order 691	
234(rev) Gongs St Pancras Jct	8 Jul 1907 ?	Camden	
-5 .(101) Congo ot 1 unotuo vot	•	- WIII WOII	

178(rev) Fog Signalling Instructions

30 Sep 1907

Produced by David Hanson from TNA RAIL 529/110.

The National Archives North London Railway

RAIL - Miscellaneous

(items prefaced RAIL except HJR - 291, NSWJR - 521, NLR - 529)

RAIL 150 – 1897-1922. Establishment and administration of the Dearne Valley Railway Company.

RAIL 150 Dearne Valley Railway Company 1897-1922

RAIL 236 - Great Northern Railway Company: Records. Minutes & Reports etc. Board and Committee Papers, etc.

RAIL 236/294/10 North London Railway – purchase of land near Caledonian Road. 1864

RAIL 236/305/1 Great Northern Railway Company: Season Tickets, deposits charged on issue of (including North London

Railway season ticket list for 1871)

RAIL 236/305/2 Great Northern Railway Company: Poplar - erection of hydraulic machinery at, arrangement with North

London Railway. 1871

RAIL 236/414/4 Agreement between Great Northern, and North London Companies re working of trains between GNR

suburban stations, and Broad Street, NLR, Date: 1917

RAIL 252 – GWR 1834-1981. Contains agreements, contracts, bonds, deeds, etc. relating to the construction of railways, buildings, shipping, rolling stock, telegraphs and other equipment of the Great Western Railway and companies it made agreements with.

RAIL 252/457 Agreement between Great Western Railway Company and North London Railway Company & London & North Western Railway Company for provision of land for sidings and warehouse at Poplar 1872

Nov

RAIL 252/645 Agreement between North London Railway Company and Great Western Railway Company for letting

shed, stables and other buildings at Poplar, London; with correspondence 1879 Apr 01 - 1880 Dec 31

RAIL 252/873 Rough memorandum of agreement between Great Western Railway Company and North London Railway

Company concerning experimental running of train between Southall and Willesden Junction via Acton,

Middlesex 1887 Dec 01 - 1887 Dec 31

RAIL 252/1107 Agreement dated 15 Aug 1895 between Great Western Railway Company, North London Railway

Company and London and North Western Railway Company for sidings and works at Poplar, London; with agreement dated 20 Nov 1901 between North London and Great Western Railway Company endorsed and copy of agreement dated 25 Jan 1871 between London and North Western and North London for running powers over Hampstead Junction Railway and supplemental agreement dated 11 Feb 1909 attached 1871

Jan 1901 - 1909 Feb 28

RAIL 330 – IoWR 1858-1923. Includes minutes of directors' meetings, accountants' records and various documents about land, construction powers and agreements for services.

RAIL 330/44

Correspondence concerning award of George Pownall (director of NLR) regarding compensation on construction of Ryde Pier Railway between IOW, LSWR and LBSCR, with copy of award 1879-1881

RAIL 397 – LNER Staff Records 1914-1963

RAIL 397/11 Appointments and salaries of staff: register; Bow and Old Ford station. 1920-1938.

RAIL 404 – London and North Western and Great Western Joint Committee c1848-1947. Minutes of the London and North Western and Great Western Joint Committee

RAIL 404/174 Use of North London railway by GWR; and matters in dispute between the LNWR and GWR 1870

RAIL 410 – LNWR Records 1803-1953. This series contains minutes and reports of the Court of Proprietors, general meetings, board meetings, and various committees, reports to the board, accountant's records, stock and shares registers, deeds, agreements, contracts, specifications, estimates, plans, books, circulars and notices, locomotive and rolling stock records, reports on bills deposited in Parliament, petitions and memorials to directors, correspondence and papers, staff records, publications, civil engineer's records, solicitor's records and marine records.

RAIL 410/622 Subsidiary lines: North London Railway 1849 - 1856

RAIL 410/1861 Permanent officers and servants, including staff on certain North London and North and South Western

Junction Railway Companies stations

RAIL 411 - LSWR 1838-1967. This series contains minutes and reports of committees dealing with various matters such as engineering, estates, finance and accounts, docks and steampackets, hotels, traffic, locomotives and stock, and of the Court of Directors. Also in this series are deeds, agreements, contracts, specifications, estimates and plans, locomotive and rolling stock records, accountant records, staff records, marine records and publications such as guides and holiday and commercial literature.

RAIL 411/958 Agreement between London & North Western Railway Company, North London Railway Company, LSWR and Central London Railway Company for protection of rights concerning parliamentary bill

promoted by Central London Railway and Metropolitan District Railway Company for Central London Railway to construct connecting line and gain access to Richmond 1920 Sept

RAIL 420 - London, Midland and Scottish Railway 1896-1971. Deeds, Agreements, Contracts, Specifications, Estimates, Plans RAIL 420/36 Hackney to Poplar, Bow Station and Works: plan showing water and gas mains 1927

RAIL 421 - London, Midland and Scottish Railway Company: Miscellaneous Books and Records 1881-1951. These include London and Irish rate books, handbooks of statistics, correspondence on Wirral railway electrification, distance diagrams, war damage photographs and Broad Street Station wartime log books.

RAIL 421/8 General information: North London Railway, Portpatrick & Wigtownshire Joint Committee, Rhymney Railway, Shropshire Union Railways & Canals, Stalybridge Station and Tebay Station Undated

RAIL 424 - London, Midland and Scottish Railway Company: Correspondence and papers 1842-1948. Correspondence and papers of the London, Midland and Scottish Railway Company.

RAIL 424/8 North London Railway Provident Society 1923 - 1927

RAIL 427 - London, Midland and Scottish Railway Company: Amalgamation (Railways Act 1921) papers 1922-1923. Papers regarding amalgamation of constituent and absorbed railway companies.

RAIL 427/42 North London Railway (OF/27) 1922 - 1923 RAIL 427/43 North London Railway (OF/2912) 1922 - 1923

RAIL 491 - Midland Railway Company: Records

RAIL 783/620

RAIL 491/333 Poplar Branch Committee 1877 – 1883

RAIL 491/504 Bow Branches and goods station: prices and specification 1891

RAIL 783 - 1860-1927. Great Northern Railway Company: Correspondence Files. This series contains correspondence relating to operational procedure across the company's range of activities, and includes material on technical and safety matters, agreements with other companies, freight rates, sidings, accommodation, construction, maintenance and conditions of employment. There is a large amount of material concerning the company's operations in collieries, and many of these records contain colliery plans. Subsubseries within RAIL 783 North London Railway Company - Poplar:

contain contery plans	s. Suosuoseries wiinin KAIL 703 Norin London Kaiiway Company - Fopiar.
RAIL 783/295	Agreement with North London Railway Company 1898 Feb - 1901 Nov
RAIL 783/296	5 ton crane at GNR warehouse 1898 Apr - 1899 July
RAIL 783/297	Wharfage and warehouse rent on traffic not sent by rail 1898 Dec - 1899 July
RAIL 783/298	Alterations to cranes 1899 Mar - 1900 Nov
RAIL 783/299	1 ton hydraulic crane 1899 July - 1900 May
RAIL 783/300	Hydraulic cranes 1899 July - 1900 Oct
RAIL 783/301	Depot 1912 Oct - 1922 Dec
RAIL 783/606	Board papers: includes agreement between GNR and NLR to provide working suburban passenger traffic
	from GNR stations over Finsbury Park Junction Line to Broad Street. Date: 1 February 1875 - 28 February
	1884
RAIL 783/607	GNR Running powers and working arrangements. Date: 1 June 1875 - 30 November 1910
RAIL 783/608	Three route season tickets. Date: 1 March 1906 - 30 April 1906
RAIL 783/609	Three route season tickets. Date: 01 July 1906 - 30 April 1909
RAIL 783/610	Three route season tickets. Date: 1 April 1907 - 31 July 1912
RAIL 783/611	Complaints from passengers concerning NLR trains on GNR. Date: 1 January 1912-30 April 1914
RAIL 783/612	Tolls paid on Tilbury Dock Line. Date: July 1916
RAIL 783/613	Extra stabling accommodation needed for GNR suburban tank locomotives required to work trains over
	NLR. Date: 1 July 1916 - 31 October 1916
RAIL 783/614	Pleadings: amended Apr 1906. Date: November 1905
RAIL 783/615	Agreed documents: copies of agreements and minutes 1869 – 1904. Date: 1905
RAIL 783/616	Supplementary documents. Date: 1905
RAIL 783/617	Agreed documents: copies of correspondence. Date: 1893 - 1906
RAIL 783/618	Copies of correspondence. Date: 1904 - 1905
RAIL 783/619	Proof of evidence of Abraham Charles Ellis (General Manager of Met). Date: 1907

RAIL 791 - London and North Western Railway Company: Agreements, Conveyances, Contracts and Deeds 1845-1969. This series contains various legal documents (some with plans) drawn up between the London and North Western Railway Company and other railway companies, commercial businesses, churches and individuals. It also contains records of scholarships at Liverpool University, awarded under trusts set up by company servants, and preliminary absorption schemes under the Railways Act 1921.

Proof of evidence of Oliver Bury (General Manager of GNR). Date: 1907

RAIL 791/124 Agreement between North London Railway Company (NLR) and LNWR for construction of joint station at Liverpool Street (station later named Broad Street) and use of approach railway 1861 Oct

with plans, drawn up between the Midland Railway Company and other companies and individuals.

RAIL 793/36 Agreement between MR, GNR and North London Railway Company (NLR) for exchange of traffic at St Pancras 1865 Oct

RAIL 981 - Special and Miscellaneous Timetables, etc. 1789-1975. This series comprises air, rail, road, and water services timetables which under the previous BTHR classification system did not readily fit into the series of timetable records of individual companies.

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North London Railway: Passenger Timetables: Timetables of trains, and cab fares, etc. 1856
RAIL 981/382
                    North London Railway: Passenger Timetables: Another copy 1856
RAIL 981/383
                    North London Railway: Passenger Timetables: Official Timetable July 1893
RAIL 981/384
                    North London Railway: Passenger Timetables: Official Timetable 1902 (?)
RAIL 981/385
                    North London Railway: Passenger Timetables: Official Timetable July 1902
RAIL 981/386
                    North London Railway: Passenger Timetables: Official Timetable (?) Nov. 1902
RAIL 981/387
                    North London Railway: Working Timetables: bound copy Nov. 1908
RAIL 981/388
                    North London Railway: Working Timetables: loose copy Sept. 1912
RAIL 981/389
                    North London Railway: Working Timetables: loose copy May 1914
RAIL 981/390
                    North London Railway: Working Timetables: another copy, bound May 1914
RAIL 981/391
                    North London Railway: Working Timetables: bound copy May 1918
RAIL 981/392
RAIL 981/393
                    North London Railway: Working Timetables: bound copy Oct. 1922
RAIL 981/603
                    North London Railway 1893
RAIL 981/610
                    North London Railway
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RAIL 1001 - Byelaws and Regulations: Railway companies No date. This series contains copies of byelaws of railway companies, including those applicable in railway owned and/or operated docks and harbours and issued under their names. The series also includes an 1868 copy of the Shropshire Union Railways canal byelaws.

RAIL 1001/228	North London Railway 1853
RAIL 1001/229	North London Railway 1875
RAIL 1001/230	North London Railway 1875
RAIL 1001/231	North London Railway 1878
RAIL 1001/232	North London Railway 1905
RAIL 1001/233	North London Railway 1905

RAIL 1005 - Archivist's Historical Miscellanea No date. This series originated as a series of personal files of D.V. Levien of the Great Western Railway Secretary's Office and contain a wide range of material relating to railway history.

There are a number of files reflecting his personal activities in association with a number of Great Western Railway Company staff clubs, particularly the GWR Lecture and Debating Society.

Most of the files kept by Levien deal with matters of railway history however (some deal with other historical fields) and include correspondence between Levien and railway historians such as Dendy Marshall. The series was used as a basis for filing miscellaneous information about railway history during the period of the British Transport Commission Archives. Many files consist only of press cuttings or typescripts, but there are also many files to which early records of railway companies have been attached.

RAIL 1005/439 North London Railway: campaign material of North London Line Committee; British Railways publicity material (1973-1974)

RAIL 1007 - LMSR Record Office Files No date. This series of papers was inherited by the BTC Record Office from the London Midland and Scottish Railway Co. Record Office. The great majority of the papers refer to matters concerning lines and personalities in what is the area now covered by the London Midland Region. Most of the papers are historical and/or biographical notes on events of earlier date, but a few original papers are included.

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RAIL 1007/16
                    Poplar Dock History.
RAIL 1007/40
                    South Acton Junction (North).
RAIL 1007/89
                    Willesden Station.
RAIL 1007/142
                    North London Railway.
RAIL 1007/470
                    Holywell Priory. Sir Thomas Lovell's remains reputedly discovered by North London Railway.
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RAIL 1014 - Great Western Railway Collection 1740-1967 Wide range of records, including photographs, illustrative of the company's early history and subsequent development. Although most of the collection relates to the 19th century there are a few post-nationalization records of the Western Region of British Railways.

RAIL 1014/12/3 North London Railway - Royal Train on Great Northern Railway. Instructions for protection whilst passing under the North London Railway Bridge. 1909 Aug. 31

RAIL 1015 - London, Midland and Scottish Railway Collection 1825-1970 Newspaper cuttings, handbills, photographs, etc., drawn principally from the records of the various companies which were merged to form the London, Midland and Scottish Railway Company under the 1921 reorganization.

RAIL 1015/2/8 North London Railway - Various notices to staff re traffic working 1865-1906

RAIL 1015/2/18 London and North Western Railway invitation to dinner at Trafalgar Hotel, Greenwich 14 May 1869 to

The National Archives - NLR 2 (RAIL - Miscellaneous)

meet the chairman Richard Moon. And invitation from North London Railway to dinner at 'Trafalgar',

Greenwich 3 Apr. 1878 on the opening of the new dock at Poplar 1869 May 14 and 1878 Apr. 3

RAIL 1015/2/20/1 Invitation to dinner at `Trafalgar', Greenwich from North London Railway Chairman and Directors 1883
July 19

RAIL 1030 -

RAIL 1030/150 Poplar & Canning Town Railway. 5 sheets of plans and sections. Scale: 3 inches to...[1 mile?]

Parliamentary Deposited Plans. , Morris & Lowe, 167 Fenchurch Street. Stamped at the North London

Railway General Manager's Office. 1881 - 1882

RAIL 1033 - Maps, Plans & Surveys: Towns, Ports and Local Areas 1834-1960 This series consists of towns, ports and local areas maps, plans and surveys.

RAIL 1033/390 O.S. Map (6 inches to 1 mile) of East London from City boundary to Tower Hamlets, etc., showing plans of docks and canals. (Superimposed in red are electrification sub-station sites of North London Railway).

1913

RAIL 1053 This series consists of various reports, returns, and other papers, nearly all printed, from the Board of Trade Railway Department and from its successor in the Ministry of Transport. These documents were formerly in several MT series. RAIL 1053 includes a clear run of UK railway accident reports from 1853 to 1975, from major train crashes down to rail workers' minor injuries (RAIL 1053/51-161). The reports were prepared by the Board of Trade and presented to Parliament. Many include witness statements from passengers and railway workers. These records comprise railway accident reports from Inspecting Officers (A), Assistant Inspecting Officers (B), and Sub-Inspecting Officers (C) and each piece is divided into four sections each covering three months, with Appendices A, B and C. The 'A' reports tend to be the major train crashes, while the 'B' and 'C' reports are minor crashes and accidents to individuals. Images of these records can be searched online through the House of Commons Parliamentary Papers website.

RAIL 1053/52/58	North London Railway; Report on an accident which occurred on 14 August 1854, at Highbury Station,
	inconsequence of a collision between a passenger and a goods train [see also RAIL 1053/56/58]
RAIL 1053/53/55	North London Railway; report on an explosion of the boiler of a locomotive engine, No 10, which occurred
	at Camden Town Station on 14 July 1855
RAIL 1053/55/69	North London Railway; Report on a collision which occurred on 6 December 1858 at Hackney Station
14.112.1005/00/09	between a passenger train and a pilot engine
RAIL 1053/55/84	North London Railway; Report on an accident which occurred on 1 January 1859, near Camden Road
	Station, from a bullock getting on the line [see also RAIL 1053/56/268]
RAIL 1053/56/58	North London Railway; Report on an accident which occurred on 14 August 1854, at Highbury Station,
	inconsequence of a collision between a passenger and a goods train [see also RAIL 1053/52/58]
RAIL 1053/56/253	North London Railway; Report on a collision which occurred on 6 December 1858 at Hackney Station
TO THE 1055/50/255	between a passenger train and a pilot engine
RAIL 1053/56/268	North London Railway; Report on an accident which occurred on 1 January 1859, near Camden Road
KAIL 1033/30/200	Station, from a bullock getting on the line [see also RAIL 1053/55/84]
RAIL 1053/57/255	North London Railway; Report on an accident which occurred on 16 August 1864 at Camden Town Station
KAIL 1033/3//233	from the explosion of the boiler of the engine of
RAIL 1053/58/23	
KAIL 1033/38/23	North London Railway; Report on an accident that occurred on 12 April 1866 at Victoria Park Station from
DAIL 1052/50/22	part of a passenger train leaving the rails
RAIL 1053/58/33	North London Railway; Report on a collision that occurred on 19 May 1866 at Shoreditch Station between
	two passenger trains (leading to the death of one man)
RAIL 1053/58/50	London and Blackwall Railway; Report on a collision that occurred on 18 July 1866, near to the London
	Dock Junction, between a North London Railway train. 1866 - 1872
RAIL 1053/58/105	North London Railway; Report on a collision that occurred on 22 July 1867, at Old Ford Station between a
	goods train and a lorry, leading to the death of one man
RAIL 1053/58/125	North London Railway; Report on a collision that occurred on 6 November 1867 between two passenger
	trains on the line between Dalston Junction and Hackney stations
RAIL 1053/58/233	Accidents: inspecting officers' reports for 1866-1871. North London Railway Company running violently
	into a blind siding. 1866 - 1872
RAIL 1053/58/241	Accidents: inspecting officers' reports for 1866-1871. North London Railway Company at Richmond
	Junction, near Acton, with one passenger dying as a consequence of injuries
RAIL 1053/58/459	North London Railway; Report on a collision that occurred on 15 September 1870, at Dalston Junction,
	between two passenger trains
RAIL 1053/58/480	North London Railway; Report on the collisions that occurred on 3 January 1871, on the line between
	J, Transaction and Transaction and Jan 1982

North London Railway; Report on a collision that occurred on 3 January 1871, at Poplar Station, between a

North London Railway; Report on a collision that occurred on 21 October 1871 at Shoreditch Station,

Report on a collision that occurred on 8 November 1871, at Dalston West Junction, between two goods

Barnsbury and Canonbury Stations

passenger train and a goods train

between two passenger trains

RAIL 1053/58/481

RAIL 1053/58/630

RAIL 1053/58/631

	The National Archives – NLR 2 (RAIL – Miscellaneous)
	trains
RAIL 1053/58/632	North London Railway; Report on an accident that occurred on 9 November 1871, at Dalston West Junction,
RAIL 1053/58/633	by a passenger train colliding with the North London Railway; Report on a collision that occurred on 23 November 1871, near to Camden Town Station, between a passenger train and a goods
RAIL 1053/58/65	North London Railway; Report on a collision that occurred on 27 October 1866, near to Bow Station, between a passenger train and a goods train
RAIL 1053/59/3	Accidents: inspecting officers' reports for 1866-1871, with Parliamentary returns. North London Railway Company running violently into a blind siding. 1870
RAIL 1053/59/11	Accidents: inspecting officers' reports for 1866-1871, with Parliamentary returns. North London Railway Company at Richmond Junction, near Acton, with one passenger dying as a consequence of injuries received. 1870
RAIL 1053/59/229	North London Railway; Report on a collision that occurred on 15 September 1870, at Dalston Junction, between two passenger trains
RAIL 1053/60/167	North London Railway; Report on a collision that occurred on 21 October 1871 at Shoreditch Station, between two passenger trains
RAIL 1053/60/168	North London Railway; Report on a collision that occurred on 8 November 1871, at Dalston West Junction, between two goods trains.
RAIL 1053/60/169	North London Railway; Report on an accident that occurred on 9 November 1871, at Dalston West Junction, by a passenger train colliding with the balance-weighted end of a travelling crane.
RAIL 1053/60/17	North London Railway; Report on the collisions that occurred on 3 January 1871, on the line between Barnsbury and Canonbury Stations
RAIL 1053/60/170	North London Railway; Report on a collision that occurred on 23 November 1871, near to Camden Town Station, between a passenger train and a goods train
RAIL 1053/60/18	North London Railway; Report on a collision that occurred on 3 January 1871, at Poplar Station, between a passenger train and a goods train
RAIL 1053/62/228	North London Railway. Notes: Report on the collision that occurred on 11 December 1873, near to Haggerstone Station, between two passenger trains; with sketch
RAIL 1053/62/37	North London Railway. Notes: Report on an accident that occurred on 29 March 1873, at Bow Station, by a carriage leaving the rails at some facing points
RAIL 1053/64/74	North London Railway. Notes: Report on the collision that occurred on 25 June 1875, between Dalston West Junction and Canonbury Station, between a passenger
RAIL 1053/65/76	North London Railway. Notes: Report on the collision that occurred on 28 July 76, at New Inn Yard
RAIL 1053/67/14	Junction between a passenger train and a goods train North London Railway. Notes: Report on a collision that occurred on 13 January 1878, at Shoreditch Station, between two passenger trains
RAIL 1053/67/32	North London Railway. Notes: Report on a collision that occurred on 7 June 1878, at Dalston Junction,
RAIL 1053/67/75	between a train of empty carriages and a passenger train Notes: Report on a fatal accident that occurred on 21 August 1878, at Haggerstone Station, to a man
RAIL 1053/68/105	(Vincent Symmonds) while alighting North London Railway. Report on a collision that occurred on 11 October 1879, between Shoreditch and
RAIL 1053/68/106	Broad Street stations, between two passenger trains North London Railway. Report on a collision that occurred on 21 October 1879, at the western junction,
RAIL 1053/68/24	Dalston, between a light engine and a passenger train North London Railway. Report on a collision that occurred on 3 January 1879, at Shoreditch, between a
RAIL 1053/69/127	passenger train and a train of empty carriages North London Railway. Report on the collision which occurred on 11 July 1880 at Dalston Junction
RAIL 1053/69/28	Station, between a down passenger train and a light engine North London Railway. Report on a collision that occurred on 1 March 1880, at Dalston East Junction,
RAIL 1053/69/50	between a train of empty passenger carriages and a passenger North London Railway. Report on a fatal accident which occurred on 29 March, 1880, at Camden Town Station to a passenger while this being
RAIL 1053/70/24	Station, to a passenger whilst alighting North London Railway. Report on a collision which occurred on 26 February 1881, at Dalston West
RAIL 1053/71/123	Junction, between two up passenger trains - includes map showing North London Railway. Report on a collision which occurred on 18 November 1882, at Shoreditch Station,
RAIL 1053/71/20	between two passenger trains North London Railway. Circular letter (and its enclosure) to the railway companies, calling attention to
RAIL 1053/72/97	report by Colonel Yolland, CB, on an accident which occurred North London Railway. Report on a collision which occurred on 7 November 1883, at Bow Junction
RAIL 1053/76/28	Station, when a stationary passenger train was run into at the rear London Railway. Report on the collision which occurred on 10 June 1887 at Broad Street station, between
RAIL 1053/78/31	a London and North-Western passenger train and the buffer stops North London Railway, Report on the collision which occurred on 26 June 1889 between a London and

North London Railway. Report on the collision which occurred on 26 June 1889 between a London and

North London Railway. Report on the collision which occurred on 13 October 1890 at Shoreditch station,

North Western Company's train and the buffer-stop at Broad Street

RAIL 1053/78/31

RAIL 1053/79/50

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	between two passenger trains.
RAIL 1053/80/25	North London Railway. Report on the collision which occurred on 5 April 1891, at Broad Street Station,
	between a passenger train and the hydraulic buffer-stop
RAIL 1053/87/60	North London Railway. Report on the collision that occurred on 20 September 1898 between a passenger
	turing and the booting store at Donal Charact

train and the buffer-stops at Broad Street

RAIL 1053/89/16 North London Railway. Report on the collision that occurred on 12 March 1900 between a passenger train and an empty coal wagon transport management

RAIL 1053/95/258 North London Railway. Report on an accident that occurred on 28 December 1906 at Haggerston, on the North London Railway, whereby platelayer O'Keeffe

RAIL 1053/97/793 Accidents: inspecting officers' reports and Parliamentary returns. London Railway Company. Nature of injury: Head cut when he struck an overhead bridge. 27 Nov 1908

RAIL 1066 - Parliamentary Bills and Minutes of Evidence, etc. 1825-1953. This series contains evidence, petitions and proceedings in connection with Bills presented to both Houses of Parliament. The volumes sometimes contain cases of several quite separate undertakings and many of them include in addition varied papers such as maps, plans, Bills in different stages, the final Act and other items which the Officers who bound them felt appropriate. These relate principally to railways but include a few concerning canals, docks, and tramways.

RAIL 1066/2382 North London Railway 1874 RAIL 1066/2383 North London Railway 1897 RAIL 1066/2384 North London Railway 1897

RAIL 1097 - Railway Clearing House: Membership Covenants No date. A collection of deeds of covenant executed by the railway companies in connection with their membership of the Railway Clearing System. All except pieces 28 and 36 bear the seals of the companies.

RAIL 1097/105 North London Railway 1919

RAIL 1110 - Reports and Accounts: Railway companies No date. The records in these series consist mainly of guard books many of which were compiled subsequent to the period of currency of the individual papers.

RAIL 1110/365 North London Railway (formerly East & West India Docks & Birmingham Junction Railway) 1847-1886 RAIL 1110/366 North London Railway (formerly East & West India Docks & Birmingham Junction Railway) 1887-1921

RAIL 1124 - Reports of Committees No date. Parliamentary and departmental reports relating mainly to railways. The early part of the series comprises reports, mostly with extensive minutes of evidence of Parliamentary Select Committees, some concerned directly, some only indirectly with matters in which the railway and canal companies had interest. The type of material gradually broadens to encompass reports of government appointed committees, statements of government policy, and other governmental, rather than Parliamentary papers, and to include road vehicles and air transport among the subjects covered.

RAIL 1124/157 Workmen's trains: report (North London Railway copy, with insertions) 1904-1905

RAIL 1134 - Rules and Regulations, General Instructions and Appendices to Working Timetables: Rule Books 1839-1906. These were issued to railway staff on recruitment and relate to the general and safe working of the railways.

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RAIL 1134/427 North London Railway 1868
RAIL 1134/428 North London Railway 1876
RAIL 1134/429 North London Railway 1883
RAIL 1134/430 North London Railway 1889
RAIL 1134/431 North London Railway 1897
RAIL 1134/432 North London Railway 1904
RAIL 1134/433 North London Railway 1863
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RAIL 1135 - Rules and Regulations General Instructions and Appendices to Working Timetables: General Instructions to Staff 1929-1939. These contain specialised instructions for the various grades of railway staff.

RAIL 1135/456 North London Railway. Telegraph 1865

RAIL 1136 - Rules and Regulations General Instructions and Appendices to Working Timetables: Appendices to Railway companies Working Timetables No date. These relate to traffic operations and special technical circumstances or local conditions.

RAIL 1136/107 North London Railway 1910 RAIL 1136/108 North London Railway 1916

RAIL 1156 - Special Collections: Retired Railway Officers' Society 1900-1963. Minute books, cash books, and albums of photographs of members.

RAIL 1156/11/21 R S Mansell: General Manager, North London Railway. 19th century

RAIL 1156/13/20 Frederick John Dunn: General Manager, North London Railway. Birth: 17 Jul1853, Chester. Death: 13 November 1911, Forest Gate, Essex. Year entered railway service: 1866. Year ended railway service: 1909. 20th century

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RAIL 1156/13/27 Henry James Price, MInstCE, MInstME: Locomotive, Carriage and Wagon and Signalling and Telegraph Superintendent, North London Railway. Birth: 29 April 1852, Shrewsbury, Shropshire. Death: 13 August 1918. Year entered railway service: 1869. Year ended railway service: 1909. 20th century RAIL 1156/13/29 Robert Andrews: Chief Accountant, North London Railway. Birth: 9 March 1853, Abbotts Ann, Hampshire. Death: 31 May 1920. Year entered railway service: 1865. Year ended railway service: 1909.

RAIL 1167 - Railway Sidings Agreements 1836-1980. These agreements were made between railway companies and businesses to lay and maintain sidings from the railway onto the premises of the business to allow direct access to the railway. Most of the agreements have plans attached and many also have later correspondence. The majority of agreements were made by the London, Midland and Scottish and London and North Eastern Railways and their predecessors, some in conjunction with other companies including the Great Western, and a few by the British Transport Commission and the British Railways Board.

RAIL 1167/257 North London Railway Company and London and North Western Railway Company 1892 Shoreditch

RAIL 1167/126 North London Railway Company and Clay Cross Company 1859 Highbury and Islington

The National Archives North London Railway

Ministry of Transport (MT 6, MT 10, MT 47)

MT 6 - Ministry of Transport and successors, Railway Divisions: Correspondence and Papers 1840-1966. This series consists of correspondence and papers of the Board of Trade Railway Department, 1840 to 1846 and 1851 to 1919, the Railway Commissioners, 1846 to 1851, the Railways Divisions of the Ministry of Transport for the periods 1919 to 1941, 1946 to 1953, and 1959 to 1966, the Ministry of War Transport, 1941-1946, and of the Ministry of Transport and Civil Aviation, 1953-1959. The papers relate to the peacetime regulation and wartime control of railways, to railway owned canals, tramways, underground railways and related services and to the central direction of wartime transport. The series includes bill papers and some associated plans.

MT 6/16/3	North London Railway: bridge 1858
MT 6/36/2	North London Railway: Kingsland to Liverpool St. 1865
MT 6/41/1	North London Railway: Poplar Station 1866
MT 6/47/1	North London Railway: Old Ford station 1867
MT 6/47/12	North London Railway: Haggerston station 1867
MT 6/53/7	North London Railway: Homerton station 1868
MT 6/57/6	North London Railway: extension of time 1869
MT 6/58/12	North London Railway: Bow and Bromley branch 1869
MT 6/65/6	North London Railway: Bow Station 1870
MT 6/68/3	North London Railway: junction at Poplar 1870
MT 6/69/8	North London Railway: Barnsbury, Canonbury, Camden Road and Hackney
	Stations 1870
MT 6/75/6	North London Railway: Kentish Town Junction to Dalston Junction 1871
MT 6/96/3	North London Railway: Dalston Station 1872-1873
MT 6/112/16	North London Railway: Highbury coal depot 1873-1874
MT 6/118/7	North London Railway: Devon Road 1874
MT 6/118/8	North London Railway: Shoreditch to Haggerston 1874
MT 6/125/15	North London Railway: Oldford 1874
MT 6/131/4	North London Railway: Dalston Junction 1875
MT 6/141/1	North London Railway: Bye-laws 1874-1875
MT 6/162/13	North London Railway: Broad Street Station 1875-1876
MT 6/172/12	North London Railway: Hackney Wick 1877
MT 6/172/13	North London Railway: Tilbury Junction 1877
MT 6/193/15	North London Railway: Poplar Docks; Bye-laws 1877
MT 6/203/12	North London Railway: Broad Street to Skinner Street; level crossing 1877-1878
MT 6/242/6	North London Railway: Mildmay Park Station 1879
MT 6/275/6	North London Railway: Haggerston to Shoreditch 1881
MT 6/359/2	North London Railway: cheap trains 1883-1884
MT 6/368/10	North London Railway: South Bromley 1884
MT 6/436/10	North London Railway: Maiden Lane 1887
MT 6/514/6	North London Railway: Poplar 1887-1890
MT 6/596/3	North London Railway: Skinner Street signal cabin 1889-1892
MT 6/611/7	North London Railway: Signalling 1891-1893
MT 6/634/3	North London Railway: York Road, signal cabin 1893
MT 6/636/8	North London Railway 1889-1893
MT 6/646/7	North London Railway: Lea Cut Bridge 1893-1894
MT 6/664/5	North London Railway: Hackney 1890-1894
MT 6/673/8	North London Railway: Hackney Bridge 1894
MT 6/1043/9	North London Railway: Cheap Fares 1898-1901
MT 6/1140/11	North London Railway: Devon Road Bow 1900-1903

NORTH LONDON RAILWAY SOURCE BOOK		
	The National Archives – NLR3 (MoT)	
MT 6/1356/3	North London Railway; Byelaws & regulations 1905	
MT 6/1581/4	North London Railway: Explosive Byelaws 1907	
MT 6/1684/11	North London Railway: Dalston to Haggerston 1908	
MT 6/1936/7	North London Railway: Broad Street; crossover roads 1910	
MT 6/2112/1	North London Railway: conciliation 1908-1912	
MT 6/2146/7	North London Railway: conciliation 1912	
MT 6/2317/2	North London Railway: Maiden Lane Station 1914	
MT 6/2458/6	North London Railway: Devons Road; proposed sidings 1917	

MT 10 - Board of Trade Harbour Department: Correspondence and Papers, 1864-1920. This series consists of correspondence and papers concerning administrative, legislative and legal questions relating to harbours, navigation, pilotage, foreshores, wrecks, and electricity and gas undertakings. The series includes files transferred from BT 356.

MT 10/1155

Port of London. Solicitor's opinion regarding opposition to an agreement between the North London Railway Company and the London and North Western Railway Company on the retirement of certain Chief Officers. Year: 1909

MT 47 - Ministry of Transport, Finance Correspondence and Papers, 1910-1988. This series contains papers of Finance Divisions dealing with a variety of subjects, mainly control of railways and shipping in wartime, peacetime powers over railways, nationalization of inland transport, road development, the Road Fund and road safety. A few private papers of R H Hill relating to railway freight rebates are also included.

MT 47/56 North London Railway Company 1920-1929

The National Archives - NLR 4 (non RAIL/MT)

The National Archives North London Railway

Non RAIL/MT Items

AN 130 - British Railways Board: Fares Manuals 1968-1997. This series contains British Railways' national and local fares manuals as used daily by working clerks and ticket inspectors. The first manual of this series was published in September 1968 and was entitled the Selective Prices Manual. It was for national use with regional supplements duplicating the information for local use. From 1971 local manuals were also issued which contained information not included in the national manual. They were at first unnumbered, but later were given the same issue number as the national manual. In 1985 the Selective Prices Manual was renamed the National Fares Manual with issue number 29. In 1987, with issue 36, the national edition was dropped and the information was then contained in six manuals (decreased to five in 1990) loosely corresponding with the BRB's regions. These manuals have increasingly covered the information held by the local manuals and, consequently, the local manuals have been withdrawn. However manuals are produced on behalf of P.T.E's (Passenger Transport Executives) and form part of this series.

AN 130/412 North London Railway 1996 June

BT 285 - Board of Trade: Companies Registration Office: Railway Companies Securities Act, 1866: Returns 1866-1931. This series contains copies of railway companies' loan capital half yearly accounts. These returns were deposited under the terms of the Railway Companies Securities Act 1866. As well as companies in England, they include companies in Scotland, Wales, Ireland and the Empire which had offices in England and so came within the terms of the Act. The records consist of files arranged numerically by company number.

BT 285/229 North London Railway Company 1867

BT 356 - Board of Trade and successors: Marine Maps and Plans 1772-1989. The records in this series mostly relate to works constructed in tidal waters and to the ownership of foreshore land but the collection also included a small number of plans relating to railways. It is possible that what is now one collection of maps may originally have been three - one collection relating to Crown foreshore, one collection relating to potential obstructions to navigation and harbour limits, and a third, much smaller, collection relating to railways.

BT 356/9598 Blackwall, London; proposed of embankment and dock entrance by the North London Railway Company; assent granted; related to H897, 1 maps 1873

C 15 - Court of Chancery: Clerks of Records and Writs Office: Pleadings 1853-1860.

C 15/681/N34 Cause number: 1859 N34. Short title: North London Railway Company v Metropolitan Board of Works. Bill only

C 16 - Court of Chancery: Clerks of Records and Writs Office: Pleadings 1861-1875.

C 16/125/C149 Cause number: 1863 C149. Short title: Cory v North London Railway Company.

Documents: Two bills

C 16/186/B272 Cause number: 1864 B272. Short title: Beningfield v North London Railway.

Documents: Bill, interrogatories, two answers. Plaintiffs: Thomas Timothy

Beningfield (since deceased). Defendants: The North London Railway

C 16/218/M41 Cause number: 1864 M41. Short title: Makin v North London Railway. Documents:

Two bills, interrogatories, answer and bill. Plaintiffs: Thomas William Makin.

Defendants: The North London Railway

C 16/260/C239 Cause number: 1865 C239. Short title: In the matter of George Cooper and the

North London Railway Company. Documents: Deposition. NLR City Branch.

Pleadings 1861-1875

C 16/344/G104 Cause number: 1866 G104. Short title: In the matter of David Goodey and Charles

Goodey infants by Jeremiah Rees their next friend. And in the matter of North

London Railway

NORTH LONDON RAILWAY SOURCE BOOK		
	The National Archives – NLR 4 (non RAIL/MT)	
C 16/444/N74	Cause number: 1867 N74. Short title: North London Railway v Great. Documents:	
	Bill, interrogatories, two answers. Plaintiffs: The North London Railway Company.	
	Defendants: The Great Eastern Railway	
C 16/452A/R149	Cause number: 1867 R149. Short title: Richmond v The North London Railway	
	Company Company. Documents: Bill only. Plaintiffs: John Richmond and others.	
	Defendants: The North London Railway Company	
C 16/471/B45	Cause number: 1868 B45. Short title: In the matter of Elizabeth Bosher infant and	
	Irene Bosher her next friend. Documents: Summons. Defendants: The North	
	London Railway Company. Pleadings 1861-1875.	
C 16/525/R52	Cause number: 1868 R52. Short title: Richards v North London Railway Company.	
	Documents: Two bills. Plaintiffs: George Richards. Defendants: The North London	
	Railway Company.	
C 16/671/R94	Cause number: 1870 R94. Short title: Richards v North London Railway Company.	
	Documents: Bill, interrogatories, answer, replication. Plaintiffs: George Richards	
	and others. Defendants: The North London Railway Company	
C 16/975/W70	Cause number: 1874 W70. Short title: In the matter of the estate of William White	
	builder, late of North London Railway Hotel, Kilburn, Middlesex, deceased:	
	Rawlins v Hickman	

COPY - Records of the Copyright Office, Stationers' Company

COPY 1/24/461 Photograph of Mr John Scott of Bow Works, North London Railway, ½ length sitting and nearly full face. Copyright owner of work: Frederick Albert Bridge. 20

March 1874

HO 45 - Home Office: Registered Papers

HO 45/9364/34882 This file was originally catalogued under more than one subject heading. These

headings, and details of this file, are as follows:

RAILWAYS: Royal Commission on Railway Accidents 1874. (1874-1877).

[Former Reference: 34882]

COMMISSIONS & COMMITTEES: Royal Commission on Railway Accidents,

1874 Appointment of Commissions. 1874-1877 [NLR railwaymen gave evidence to this committee]

J55 - Supreme Court of Judicature: High Court of Justice, Common Pleas, Exchequer and Queen's Bench Divisions: Pleadings. Statements of Claims, Counterclaims, etc.

J 55/7/166 The North London Railway Company v Adams and another. Parties: The North

London Railway Company v William Michael Adams and Siegfried Louis

Neuburger. Case No: N56. Pleadings from: Kings Bench. 1877.

J 55/13/195 Lawrence v The North London Railway Company. Parties: William Lawrence v

The North London Railway Company. Case No: L888. Pleadings from: Kings

Bench. 1877

J 55/16/53 Mary Anne Sterne v The North London Railway Company. Case No: S368.

Pleadings from: Kings Bench

J66 - Chancery and Supreme Court of Judicature, High Court of Justice, Chancery Division, 1849-1926: Pedigrees in this series were transferred from the chambers of Master Sir Charles Hulbert, who served in the Chancery Division of the High Court from 1905 to 1931.

J 66/14/31 Name: Davies, Stephen. Title of suit: Re North London Railway Act, 1826

MAF 11 - Agriculture, Fisheries and Food Departments, and related bodies: Orders of Exchange of Lands under the Enclosure Acts 1845-1964. This series comprises orders of exchange of lands under the Enclosure Acts.

	NORTH LONDON RAILWAY SOURCE BOOK
	The National Archives – NLR 4 (non RAIL/MT)
MAF 11/108	St. John Hackney: The North London Railway Company; The Four Per Cent
	Industrial Dwellings Co. Ltd. 1903 Nov. 18
MAF 11/109	St. Pancras: Marquis of Camden and others; The North London Railway Company.
	1860 Apr. 19

MEPO - Records of the Metropolitan Police Office 1803-1995. Records of the Metropolitan Police Office concerning all aspects of the policing of the metropolis of London, with the exception of the City of London.

MEPO 3/75

Murder of Thomas Briggs by Franz Muller (The North London Railway Case) (Part I) 1864 July

MEPO 3/76

Murder of Thomas Briggs by Franz Muller (The North London Railway Case) (Part II) 1864 July

MEPO 3/237B

Murder of William Starchfield, aged 5½ years, in a North London Railway train on

8 January, 1914 1914-1921

MH 13 - This series contains correspondence of the General Board of Health and the Home Office's Local Government Act Office with local authorities and government departments relating to the provision and administration of public health, sanitary and other services under the several Public Health and Local Government Acts passed between 1848 and 1871. A few volumes relate to special subjects such as cholera, vellow fever, and metropolitan nuisances. Date: 1846-1871

MH 13/261/602 Folios 1198-1200. To: The General Board of Health. From: Walter Clennell,

London Field, Hackney [Middlesex]. General Board of Health and Home Office,

Local Government Act Office: Correspondence. Metropolitan Nuisances.

Correspondence: metropolitan nuisances. near where the North London Railway crosses Maiden Lane, on the north of the line. Clennell explains that the nuisance appears to arise from a horse slaughterer's yard, 'the stench from which is.. Date: 11

Dec 1853

POST 30 - Post Office: Registered Files, Minuted Papers (England and Wales) 1792-1952. This minutes comprises "minuted" papers relating to Post Office services in England and Wales for the period 1792 to 1952. It also includes reference to Irish and Scottish services until 1840. "Minuted" papers were those papers which had been submitted to the Postmaster General for a decision, and then been retained in the Post Office registry. At first, the papers "minuted" tended only to be the particular case submitted to the Postmaster General but, as time went on, registry staff followed a practice of continuing to add physically to an existing minuted case all other cases on that subject which came to hand. As a result, the minuted papers frequently consist of quite large bundles of files on a common subject spanning many years. The date range of the files is consequently often much earlier or much later than the date suggested by the "Former Reference" used by the registry staff and, in many cases, the precise dates covered by the files have not yet been listed. The subject of individual files among the minuted papers can be wide-ranging, from the mundane administrative minutiae to policy decisions on developments of critical importance.

POST 30/1986B North London Railway Company. Memorandum on telegraph relations with Post Office

ZLIB 4 - British Transport Historical Records Office library: Railways, Historical 1866-1982. Miscellaneous books, publications, reports, etc relating to the history and development of the railway system generally and of particular railway companies and lines. The material in this series is non record material originally held in the Library.

ZLIB 4/83
 ZLIB 4/84A
 ZLIB 4/84B
 ZLIB 4/513
 Title: North London Railway Author: R M Robbins 1937
 Title: The North London Railway Author: R M Robbins 1946
 ZLIB 4/513
 Title: North London Railway: A Pictorial Record Author: C P Atkins and T J

Edgington 1979

The National Archives – NLR 4 (non RAIL/MT)

magazines, cuttings, photographs, timetables, maps and tickets compiled by the late W E Hayward of Weston-super-Mare. The main subject is railway history but there are also a few books about the mines of Cornwall, canals and steamers. The material in this series is non record material originally held in the

Library.	na steamers. The material in this series is non record material originally neta in the
ZSPC 11/309/27	W E Hayward Collection. Envelope, marked 4-4-0T 7 ex-North London 35',
201 0 11/0 0 9/2/	containing monochrome photographic postcard of Isle of Wight Central Railway
	locomotive No.7 (formerly North London Railway), c.1900
ZSPC 11/366/1	W E Hayward Collection. File of booklets, magazine cuttings, postcards,
	photographs, tickets, etc, relating to North London Railway
ZSPC 11/366/2	W E Hayward Collection. File of booklets, magazine cuttings, postcards,
	photographs, tickets, etc, relating to North London Railway, 15 June 1966
ZSPC 11/366/5	W E Hayward Collection. Extract from 'Railway Year Book' 1920 pages 229 to
	230, North London Railway
ZSPC 11/366/6	W E Hayward Collection. File of booklets, magazine cuttings, postcards,
	photographs, tickets, etc, relating to North London Railway, Frontispiece [from
	'Railways' January 1946], reproduction of watercolour painting, interior of Broad
	Street station, North London Railway c. July 1876, by James F Vickery (see item
ZSPC 11/366/8	14). January 1946 W E Hayward Collection. File of booklets, magazine cuttings, postcards,
Z51 C 11/300/6	photographs, tickets, etc, relating to North London Railway, Extract from 'The
	Railway Magazine' September 1898 pages 217 to 232, 'Illustrated Interviews
	No.15, Mr George Bolland Newton, General Manager, North London Railway'.
	September 1898
ZSPC 11/366/9	W E Hayward Collection. File of booklets, magazine cuttings, postcards,
	photographs, tickets, etc, relating to North London Railway, Cutting from
	'Locomotive Magazine' April 1900, photographic illustration, with typed note on
	reverse, of North London Railway locomotive No 89 on train near Crouch End in
FGD G 44 /0 ((/4 0	snow February 1900. April 1900
ZSPC 11/366/10	W E Hayward Collection. File of booklets, magazine cuttings, postcards,
	photographs, tickets, etc, relating to North London Railway, Extract from 'Trains
	Illustrated' March 1954 pages 115 to 118 and page of photographic illustrations, 'The North London Rail Route Across the Capital, Part I. March 1954
ZSPC 11/366/11	W E Hayward Collection. File of booklets, magazine cuttings, postcards,
251 € 11/300/11	photographs, tickets, etc, relating to North London Railway, Extract from 'The
	Railway and Travel Monthly' October 1910 pages 449 to 455, 'Twentieth Century
	Railway Development No.6, The North London Railway'. October 1910
ZSPC 11/366/12	W E Hayward Collection. File of booklets, magazine cuttings, postcards,
	photographs, tickets, etc, relating to North London Railway, Extract from 'The
	Railway and Travel Monthly' October 1916 pages 253 to 258, 'Twentieth Century
	Railway Development No.6, The North London Railway' by G A Sekon. October
	1916
ZSPC 11/366/14	W E Hayward Collection. File of booklets, magazine cuttings, postcards,
	photographs, tickets, etc, relating to North London Railway, Extracts and eight
	cuttings from 'Railways' January to June, August and October 1946, 'North London Railway Passenger Services' by James F Vickery. 1 January 1946 - 31 October
	1946
ZSPC 11/366/20	W E Hayward Collection. North London Railway luggage label c.1900 mounted
251 € 11/300/20	with typed note 15 July 1956.
ZSPC 11/366/22	W E Hayward Collection. File of booklets, magazine cuttings, postcards,
	photographs, tickets, etc, relating to North London Railway, Empty envelope
ZSPC 11/366/24	W E Hayward Collection. North London Railway, six early tickets bearing issue
	dates in 1870s
ZSPC 11/366/26	W E Hayward Collection. North London Railway, eleven first class tickets bearing

issue dates between 24 December 1900 and 27 July 1912.

W E Hayward Collection. North London Railway, twelve branch line tickets some

ZSPC 11/366/33

	NORTH LONDON RAILWAY SOURCE BOOK The National Archives - NLP 4 (non PAH /MT)
	The National Archives – NLR 4 (non RAIL/MT) bearing issue dates between 9 October 1897 and 9 February 1909.
ZSPC 11/366/38	W E Hayward Collection. Envelope, marked 'miscellanea,' containing
ZSFC 11/300/36	
	monochrome photographic postcards of North London Railway 4-4-0 tank locomotives on trains to Potters Bar 1923 - 1925
7CDC 11/2/7/1	
ZSPC 11/367/1	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway. Extract from 'The Railway Magazine' September 1900 pages 193 to 207, 'Illustrated Interviews, No.35 Mr Henry J Pryce, Locomotive Superintendent, North London Railway. 1 September 1900 - 30 September 1918
ZSPC 11/367/2	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Extract from 'The Locomotive' 15 February 1939 pages 51 to 55, 'Famous Locomotive Engineers IX, William Adams' (Locomotive Superintendent of successively, North London Railway, Great Eastern Railway. Date: 15 February 1939 - 30 July 1953
ZSPC 11/367/4	W E Hayward Collection. File of magazine cuttings, photographs and postcards
	relating to North London Railway, London and Envelope, marked 'locomotive engineers', containing cutting [from 'The Locomotive' 15 September 1942] with typed caption on reverse, photographic illustration of staff posed in North London Railway. 15 September 1942
ZSPC 11/367/5	W E Hayward Collection. File of magazine cuttings, photographs and postcards
	relating to North London Railway, London and Envelope, marked 'works', containing monochrome photographic postcard with manuscript caption on reverse,
	view of Bow works, North London Railway [1871]. 1871
ZSPC 11/367/6	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Two extracts from 'The Railway Magazine' June and July 1924 pages 464 to 467 and 25 to 28, 'Locomotive and Train Working in the Latter Part of the 19th Century, The North London Railway'
	Nos. 1 and 2. 1 June 1924 - 31 July 1924
ZSPC 11/367/8	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Section divider typed 'Ahrons 19 th Century'.
ZSPC 11/367/9	W E Hayward Collection. File of magazine cuttings, photographs and postcards
Z51 C 11/30///	relating to North London Railway, London and Extract from 'The Locomotive Magazine' 27 June 1903 pages 448 to 450, 'Locomotives of the North London Railway'. 27 June 1903
ZSPC 11/367/7	W E Hayward Collection. London and Cutting from 'The Locomotive' April 1943, letter from 'Mecanician', North London Railway early locomotives
ZSPC 11/367/10	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Two cuttings from 'The Railway Magazine' September 1933, rolling stock on London, Midland and Scottish Railway, North London Railway services. September 1933
ZSPC 11/367/15	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Empty envelope marked 'rolling stock'. Dates unknown
ZSPC 11/367/16	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Envelope, marked 'early locomotives', containing five mounted cuttings, all except no.3 with typed captions
	on reverse, of side elevation drawings of North London Railway locomotives. Date: 15 March 1943 - 15 May 1943
ZSPC 11/367/17	W E Hayward Collection. Envelope, marked '0-4-2 CT', containing monochrome photographic images of North London Railway 0-4-2 crane tank locomotive: 1.)
ZSPC 11/367/18	Postcard c.1895, 9cm x 14cm. 2.) Postcard c.1930, 9cm x 14cm W E Hayward Collection. Envelope, marked '0-6-0 T', containing images of North London Railway 0-6-0 tank locomotives: 1.) Cutting with typed caption on reverse
	[from 'The Locomotive' 15 March 1944], side elevation drawing

	NORTH LONDON RAILWAY SOURCE BOOK The National Archives – NLR 4 (non RAIL/MT)
ZSPC 11/367/19	W E Hayward Collection. Envelope, marked '0-6-0 T', containing images of North London Railway 0-6-0 tank locomotives: 1.) Cutting with typed caption on reverse [from 'The Locomotive' 15 June 1944], side elevation
ZSPC 11/367/20	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Extract and cutting from 'The Railway Magazine' [1922] pages [474] to 476, 'The Oldest London Suburban Passenger Locomotive in Service', North London Railway 4-4-0 tank locomotive No.109. 1922
ZSPC 11/367/21	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Three cuttings from 'The Locomotive' 15 October 1908, 'A Relic of Bygone Days on the North London Railway' 4-4-0 tank locomotive built 1855 still at work at Clifton Colliery, Nottinghamshire. 15 October 1908 - 28 February 1909
ZSPC 11/367/22	W E Hayward Collection. Two cuttings from unnamed journal, c.1947, illustration and notes, North London Railway 4-4-0 tank locomotive No.24 built 1855.
ZSPC 11/367/23	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Cutting from 'The Railway Magazine' March 1961, photographic illustration with caption pasted to reverse, North London Railway 4-4-0 tank locomotive on train between New Barnet and Hadley Wood. Date: March 1961
ZSPC 11/367/25	W E Hayward Collection. Cutting fron unnamed, undated, journal, photographic illustration, North London Railway 4-4-0 tank locomotive No.88 [image June 1898]
ZSPC 11/367/26	W E Hayward Collection. North London Railway. Cutting from unnamed, undated, journal, coloured engraving, North London Railway 4-4-0 tank locomotive No.88, c.1898. Envelope, marked '0-4-2 CT', containing monochrome photographic images of North London Railway 0-4-2 crane tank
ZSPC 11/367/27	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Extract from 'Model Engineer' 18 October 1956, 'Locomotives I Have Known' by J N Maskelyne, North London Railway 4-4-0 tank locomotive No.20, description and front and side elevation drawings. 18 October 1956
ZSPC 11/367/28	W E Hayward Collection. Extract and cutting from 'Railway Pictorial', undated, 'Old Locomotives and Engines' North London Railway 4-4-0 tank locomotives Nos. 30 to 37, by W Beckerlegge
ZSPC 11/367/29	W E Hayward Collection. Envelope, marked '4-4-0T, inside cylinders', containing monochrome photographic images of North London Railway 4-4-0 tank locomotives: 1.) Postcard, No.51 as built c.1870, 9cm x 14cm. 2.) Postcard
ZSPC 11/367/30	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Envelope, marked '4-4-0T, outside cylinders', containing monochrome photographic images, cut from unnamed journals, of North London Railway 4-4-0 tank locomotives: 1.) Potter's Bar train near Hadley. 1910 - 1925
ZSPC 11/367/31	W E Hayward Collection. Envelope, marked '4-4-0T, outside cylinders', containing monochrome photographic images of North London Railway 4-4-0 tank locomotives: 1.) Photograph, No.1 c.1900. 2.) Photograph, No.13 on Alexandra. Date: 01 January 1900 - 05 April 1924
ZSPC 11/367/32	W E Hayward Collection. Envelope, marked '4-4-0T, outside cylinders', containing monochrome photographic images of North London Railway 4-4-0 tank locomotives: 1.) Cutting from unnamed journal, No.88 as built June 1898.
ZSPC 11/367/33	W E Hayward Collection. File of magazine cuttings, photographs and postcards relating to North London Railway, London and Empty envelope marked 'miscellanea'.
ZSPC 11/397/9	W E Hayward Collection. Wirral Railway, Hoylake Railway, (formerly North London Railway) by 'Wenlock Edge', with side elevation line drawing. Date: June

	NODTH LONDON DAILWAY SOUDCE DOOV
	NORTH LONDON RAILWAY SOURCE BOOK The National Archives – NLR 4 (non RAIL/MT)
	1951
ZSPC 11/428/16	W E Hayward Collection. Typed letter from W H Bett to W E Hayward, 10 Aug 1956, explanation of details of tickets for GER, NLR, and LTSR
ZSPC 11/446B/4	W E Hayward Collection. Avonside Engine Company and predecessors (1840-1935), historical notes and locomotive building and client list. Typed note, 15 Sep 1950, note on history of Slaughter, Gruning and Company's locomotive No 443, NLR No 35. 15 Sep 1950
ZSPC 11/446B/51	W E Hayward Collection. Avonside Engine Company and predecessors (1840-1935), historical notes and locomotive building and client list Typed list [c.1953] of locomotives [built by Slaughter Gruning and Company], 1860 to 1862, works numbers 440 to 465, for North London Railway, London, Chatham and Dover Railway, Waterford and Tramore
ZSPC 11/522/83	W E Hayward Collection. GCR to London, official trial run from Manchester to London Sunday 12 February [1899], train passing over North London Railway between Kilburn and West Hampstead, engine No 862. 12 Feb1899 - 9 May 1924
ZSPC 11/522/87	W E Hayward Collection. File of magazine extracts and cuttings, booklets, tickets, timetables, maps, etc relating to Great London Railway] near Kilburn, [locomotive No] 862', [see item ZSPC11/522/83], [12 February 1899]. 2) Duplicate of sub-item 1. 3) Monochrome illustration [Great Central Railway] advertisement. 12 Feb 1899 - 31 Dec 1905
ZSPC 11/542/62	W E Hayward Collection. Files of magazine cuttings, booklets, photographs, etc. relating to LBSC Bluebell Railway Preservation Society, Historic Locomotive Fund, subscription form to fund purchase of a former LSWR 4-4-2 tank locomotive and a former North London [Railway 0-6-0T?] Date: 1961
ZSPC 11/561	W E Hayward Collection. London Railway and Glasgow Railway Engineering Company. 1895 - 1967
ZSPC 11/561/14	W E Hayward Collection. Photographic illustrations of NLR and LSWR locomotives. 15 Feb 1939
ZSPC 11/584 ZSPC 11/584/6	W E Hayward Collection. Various railways including NLR 1890 - 1967 W E Hayward Collection. Card typed 'North and South-Western Junction Railway'. Details are given regarding tickets which were supplied and issued by the NLR. July 1956
ZSPC 11/584/16	W E Hayward Collection. File of magazine cuttings, booklets, tickets, photographs, postcards, etc relating to railways run jointly, 1900 to 1915) and on the reverse are 10 tickets and one half (eight singles issued between 19 May 1900 and 24 December 1908 and two and one half returns [c.1900 to 1910]) [all issued by the NLR. 1900 – 1915
ZSPC 11/671/62	W E Hayward Collection. Old North London [Railway] brake [composite] body at Longmoor Camp, [c 1950]. 6) Photograph, 9cm x 13cm, front three-quarter view, 2-4-2 Tank locomotive and passenger train, manuscript note on reverse. Date: 1920 - 1950

The National Archives North & South-Western Junction Railway

RAIL 521

North and South Western Junction Railway Company: Records 1851-1923

Minut	tes etc. (former	references NSW 1/1-17)
1	1851 - 1856	Meetings of proprietors and directors
2	1856 - 1863	Meetings of proprietors and directors
3		Index to above volumes
4	1863 - 1882	Meetings of proprietors
5	1863 - 1869	Meetings of Board and committees
6		Index to above volume
7	1869 - 1887	Meetings of Board
8	1888 - 1923	Meetings of Board
9	1871 - 1880	Meetings of Joint Committee (LNWR, Mid Rly, NLR)
10	1880 - 1891	Meetings of Joint Committee (LNWR, Mid Rly, NLR)
11	1892 - 1903	Meetings of Joint Committee (LNWR, Mid Rly, NLR)
12	1903 - 1915	Meetings of Joint Committee (LNWR, Mid Rly, NLR)
13	1915 - 1922	Meetings of Joint Committee (LNWR, Mid Rly, NLR)
14	1871 - 1884	Meetings of Joint Committee (LNWR, Mid Rly, NLR)
15	1885 - 1906	Meetings of Joint Committee (LNWR, Mid Rly, NLR)
16	1906 - 1916	Meetings of Joint Committee (copies)
17	1916 - 1922	Meetings of Joint Committee (copies)

Miscellaneous Books and Records (former references NSW 4/1)

18 1852 - 1922 Register of documents sealed

Staff Records (former references NSW 15/1)

19 1883 - 1916 Staff agreements

Pieces without a sub-series parent

- 20 1864 Mar 15- Register of printed agreements with index: book no.2; agreements 1-36 1886 Nov 19
- 21 1864 Mar 15- Register of printed agreements with index 1886 Nov 19
- 22 1864 Mar 15- Register of printed agreements with index 1886 Nov 19

Other records

RAIL 410 - LNWR Records 1803-1953. This series contains minutes and reports of the Court of Proprietors, general meetings, board meetings, and various committees, reports to the board, accountant's records, stock and shares registers, deeds, agreements, contracts, specifications, estimates, plans, books, circulars and notices, locomotive and rolling stock records, reports on bills deposited in Parliament, petitions and memorials to directors, correspondence and papers, staff records, publications, civil engineer's records, solicitor's records and marine records.

RAIL 410/1861 Permanent officers and servants, including staff on certain North London and North and South Western Junction Railway Companies stations

RAIL 411 - LSWR 1838-1967. This series contains minutes and reports of committees dealing with various matters such as engineering, estates, finance and accounts, docks and steampackets, hotels, traffic, locomotives and stock, and of the Court of Directors. Also in this series are deeds, agreements, contracts, specifications, estimates and plans, locomotive and rolling stock records, accountant records, staff records, marine records and publications such as guides and holiday and commercial literature.

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RAIL 411/305

Agreement with LNWR Co, as to electrification of part of LSWR, at Kew, South Acton, Gunnersbury and Richmond (North & South Western Junction Railway) 1916

RAIL 421 - London, Midland and Scottish Railway Company: Miscellaneous Books and Records 1881-1951. These include London and Irish rate books, handbooks of statistics, correspondence on Wirral railway electrification, distance diagrams, war damage photographs and Broad Street Station wartime log books.

RAIL 421/7

General information: LNW & Lancashire & Yorkshire Railways Joint Committee, Larne & Stranraer steamers, Leeds New Station Committee, Manchester London Road Station, Manchester, South Junction & Altrincham Railway, LNW & Midland Railways Joint Committee and North & South Western Junction Railway Undated

RAIL 427 - London, Midland and Scottish Railway Company: Amalgamation (Railways Act 1921) papers 1922-1923. Papers regarding amalgamation of constituent and absorbed railway companies.

RAIL 427/39 North & South Western Junction Railway (OF/26) 1922 - 1923 RAIL 427/40 North & South Western Junction Railway (OF/2911) 1922 - 1923

RAIL 431 - London, Midland and Scottish Railway Company: Solicitor's Records, 1870-1947. Papers relating to absorption under the Railways Act 1921 various companies.

RAIL 431/9 North & South Western Junction Railway 1922-1923

RAIL 529 - North London Railway Company: Records 1845-1922.

RAIL 529/140

Heads of agreement between LNWR and North & South Western Junction Railway Company (N&SW) (as owners of Hampstead Junction Railway) and NLR for NLR's running powers 1864 Mar

RAIL 791 - London and North Western Railway Company: Agreements, Conveyances, Contracts and Deeds, 1845-1969. This series contains various legal documents (some with plans) drawn up between the London and North Western Railway Company and other railway companies, commercial businesses, churches and individuals. It also contains records of scholarships at Liverpool University, awarded under trusts set up by company servants, and preliminary absorption schemes under the Railways Act 1921.

RAIL 791/48

Contract between LNWR, London & South Western Railway Company (LSWR) and North & South Western Junction Railway Company (NSW) for construction, maintenance and working of NSW 1852 Aug

RAIL 791/181

Heads of agreement between LNWR and North London & North & South Western Junction Railway Company for LNWR's running powers 1864 Mar

RAIL 1001 - Byelaws and Regulations: Railway companies No date. This series contains copies of byelaws of railway companies, including those applicable in railway owned and/or operated docks and harbours and issued under their names. The series also includes an 1868 copy of the Shropshire Union Railways canal byelaws

RAIL 1001/214 North & South Western Junction Railway 1852;1854
RAIL 1001/215 North & South Western Junction Railway 1863
RAIL 1001/216 North & South Western Junction Railway 1875
RAIL 1001/217 North & South Western Junction Railway 1905

RAIL 1007 - LMSR Record Office Files No date. This series of papers was inherited by the BTC Record Office from the London Midland and Scottish Railway Co. Record Office. The great majority of the papers refer to matters concerning lines and personalities in what is the area now covered by the London Midland Region. Most of the papers are historical and/or biographical notes on events of earlier date, but a few original papers are included.

RAIL 1007/121 North & South Western junction railway

RAIL 1066 - Parliamentary Bills and Minutes of Evidence, etc. 1825-1953. This series contains

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evidence, petitions and proceedings in connection with Bills presented to both Houses of Parliament. The volumes sometimes contain cases of several quite separate undertakings and many of them include in addition varied papers such as maps, plans, Bills in different stages, the final Act and other items which the Officers who bound them felt appropriate. These relate principally to railways but include a few concerning canals, docks, and tramways.

RAIL 1066/312	North & South Western Junction Railway (No.2) 1871
RAIL 1066/1338	North & South Western Junction Railway 1864
RAIL 1066/1339	North & South Western Junction Railway 1864
RAIL 1066/2265	North & South Western Junction Railway (No.2) 1871

RAIL 1110 - Reports and Accounts: Railway companies No date. The records in these series consist mainly of guard books many of which were compiled subsequent to the period of currency of the individual papers.

RAIL 1110/353 North & South Western Junction Railway 1871-1910

RAIL 1167 - Railway Sidings Agreements 1836-1980. These agreements were made between railway companies and businesses to lay and maintain sidings from the railway onto the premises of the business to allow direct access to the railway. Most of the agreements have plans attached and many also have later correspondence. The majority of agreements were made by the London, Midland and Scottish and London and North Eastern Railways and their predecessors, some in conjunction with other companies including the Great Western, and a few by the British Transport Commission and the British Railways Board.

Subseries within RAIL 1167 Acton (MidSWJR)

RAIL 1167/1	London Midland and Scottish Railway Company (LMS) and Colas Products 25 June 1931; siding and agreement bought by T Wall and Sons Ltd in 1955
	1931-1960
RAIL 1167/2	LMS and Central Electricity Board 1936; 1956
RAIL 1167/3	Railway sidings agreements: Acton
RAIL 1167/4	LMS and T Wall and Sons Ltd 3 June 1932; LMS and H Sabey and Co Ltd
	22 Oct 1934, transferred to T Wall and Sons Ltd 30 June 1965 1932; 1932-
	1965
RAIL 1167/5	Railway sidings agreements: Acton
RAIL 1167/6	Midland Railway Company and Cheseborough Manufacturing Company
	1921-1964
RAIL 1167/7	LMS and Messrs. Shepherds (Acton) Ltd 1928-1933
RAIL 1167/8	LMS and Highways Construction Company 1938; 1960
RAIL 1167/9	Midland Railway Company and George Fowler Esq 1883; 1885
RAIL 1167/10	Midland Railway Company and Willesden Glass Co Ltd 1919; 1934
RAIL 1167/11	Railway sidings agreements: Acton

Subseries within RAIL 1167 Hammersmith

RAIL 1167/114	LMS and ENV Engineering Co Ltd 1931; 1956
RAIL 1167/115	Railway sidings agreements: Hammersmith
RAIL 1167/116	Railway sidings agreements: Hammersmith

Subseries within RAIL 1167 Kew Bridge North

RAIL 1167/131	LMS and Gas Light and Coke Company 1931
RAIL 1167/132	LMS and Emerson and Norris Ltd (later Gevaert Ltd) 1924-1961

Subseries within RAIL 1167 South Acton

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RAIL 1167/258 LMS and Express Dairy Co Ltd 1932
RAIL 1167/259 LMS and Express Dairy Co Ltd 1932; 1950
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BT 285 - Board of Trade: Companies Registration Office: Railway Companies Securities Act, 1866: Returns, 1866-1931. This series contains copies of railway companies' loan capital half yearly accounts. These returns were deposited under the terms of the Railway Companies Securities Act 1866.

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As well as companies in England, they include companies in Scotland, Wales, Ireland and the Empire which had offices in England and so came within the terms of the Act. The records consist of files arranged numerically by company number.

BT 285/139 North & South Western Junction Railway Company 1867

KB 34 - Supreme Court of Judicature: Central Office: House of Lords Judgments, 1885-1906. Judgments made by the House of Lords on appeal from the Court of Appeal between 1885 and 1906, filed, together with petitions of appeal, in the Central Office of the Supreme Court. They do not include the reasoning behind the law lords' decisions. Each item consists of the judgment itself, printed until 1903 and thereafter hand-written; a copy of the printed petition or petitions of appeal on which it was made; and a covering note from the principal clerk of the Judicial Department of the House of Lords to the senior master of the Supreme Court, who was also the king's remembrancer and the head of the Central Office of the court.

KB 34/1/5 The North & South Western Junction Railway Co v The Assessment Committee of the Brentford Union and the Overseers of the Poor for Parish of Acton 1890

MT 6 - Ministry of Transport and successors, Railway Divisions: Correspondence and Papers 1840-1966. This series consists of correspondence and papers of the Board of Trade Railway Department, 1840 to 1846 and 1851 to 1919, the Railway Commissioners, 1846 to 1851, the Railways Divisions of the Ministry of Transport for the periods 1919 to 1941, 1946 to 1953, and 1959 to 1966, the Ministry of War Transport, 1941-1946, and of the Ministry of Transport and Civil Aviation, 1953-1959. The papers relate to the peacetime regulation and wartime control of railways, to railway owned canals, tramways, underground railways and related services and to the central direction of wartime transport. The series includes bill papers and some associated plans. Pieces marked * are Board of Trade Inspections Reports

MT 6/10/39 *The NSWJR Main Line MT6/14/59 *The Hammersmith Branch 1857 MT6/14/84 *The Hammersmith Branch 1857 *Connecting line at Willesden 1866 MT 6/41/3 *Renewal of the bridge over the GWR 1867 MT 6/49/8 *Extension of siding between Kew Bridge and Chiswick Junctions 1873-4 MT 6/112/10 MT 6/182/1 *New junction between the GWR and NSWJR at Acton Wells 1876-7 MT 6/209/14 *Kew connections with Goods and Coal Depot at Kew Bridge 1878 *South Acton Station 1879 MT 6/242/5 *Kew Curve crossover 1881 MT 6/270/8 MT 6/370/14 *Alterations Old Oak Junction; signalling 1884 MT 6/388/4 *New LNWR line between Willesden High Level and Acton Wells Junction 1884-5 *Alterations between Old Oak Junction and Acton Wells Junction 1892 MT 6/578/18 MT 6/628/4 *New signal cabin at Friar's Place 1893 *Extension of sidings at Acton 1895 MT 6/706/7 *District Junction new signal cabin and connections South Acton 1899 MT 6/895/2 *Abolition of Hammersmith Junction signal cabin South Acton 1909-10 MT 6/1884/5 *Hammersmith Branch one engine in steam working 1917 MT 6/2459/15 North & South Western Junction Railway: Byelaws & Regulations 1905 MT 6/1356/2

MT 29 - Records inherited and created by the Ministry of Transport and successors, Railways, Inland Waterways, Ports and Harbours Divisions. Railway Inspectorate: Inspectors' Reports 1840-1964. Pieces marked * are Board of Trade Inspections Reports

MT 29/23	*Page 47, Barnes and Kew Curves 1862 (the original files not checked)
MT 29/29	*Pages 536 and 579 Kensington and Richmond Railway 1868
MT 29/38	*Copy R426 New sidings etc. at Acton 1877
MT 29/50	*Page 217 Level crossings at Churchfield Road and Bollo Lane 1889

RUNNING POWERS AND ARRANGEMENTS 1915

Based on Railway Junction Diagrams 1915, Railway Clearing House, 1915 (1969 David & Charles reprint).

Over	Between	and	Traffic	Map Page			
North London							
GER	Bow, Fenchurch Street	Fenchurch Street and					
Line Jn Blackwall							
	exercised:						
GER	Bow Jn, GE & NLR	Haydon Square Jn	Merchandise	98 & 45			
GER	Victoria Park Jn	Stratford, Colchester Sidings		98			
GER	Victoria Park Jn	Temple Mills Sidings	Merchandise	98			
CED	(Via Lea Curve and via Str		NT / 1	00			
GER	Victoria Park Jn	Victoria Docks	Not exercised				
GNR	Canonbury Jn	Alexandra Palace	Coaching	108 & 112			
GNR	Canonbury Jn	Clarence Yard	Merchandise	108 & 112			
GNR	Canonbury Jn	Edgware	Not exercised				
GNR	Canonbury Jn	Enfield	Coaching	108 & 112			
GNR	Canonbury Jn	High Barnet Potter's Bar	Coaching	108 & 112 108 & 112			
GNR	Canonbury Jn		Coaching	108 & 112			
GNR	Enfield (Permissive Powers only)	Cuffley & Goffs Oak	Coaching				
GWR	Acton Wells Jn	Acton Station	All traffic	78			
	Chalk Farm Jn	Willesden Jn Station	Coaching	84 & 78			
21,,,11	(Via Kilburn)	VV 111-05-0-11 V 11 S-00V1-0-11	comoning	0.00 70			
LNWR	'	Haydon Square Station	Merchandise	45			
	Kensal Rise Jn	Willesden, Brent Sidings	Merchandise	78			
LNWR	Kentish Town Jn	Acton Wells Jn	All traffic	84 & 78			
	(Via Brondesbury)						
LSWR	Acton Jn	Richmond	Coaching	102			
LTSR	Barking	Forest Gate Junction	Not exercised	98			
LTSR	Bromley Jn	Plaistow	All traffic	98			
LTSR	Plaistow	Upton Park	Merchandise	98			
LTSR	Thames Haven Jn	Thames Haven	Not exercised				
LTSR	Upton Park	Tilbury & Southend	Not exercised	98			
Great E	astern						
NLR	Victoria Park Jn	Hackney Downs Depot	Merchandise	98			
		J I					
	Northern						
NLR	Canonbury Jn	Bow Jn	Merchandise	108 & 98			
NLR	Canonbury Jn	Poplar Dock		108 & 56			
NLR	St Pancras Jn	Canonbury Jn	Not exercised	84 & 108			
Great Western							
	At Acton Wells	(5 chains)	Not exercised	78			
	& North Western	Dwood Street	A 11 4ma CC: -	01 0-15			
NLR	Chalk Farm In	Broad Street	All traffic	84 & 45			
NLR NLD	Chalk Farm Jn	Poplar	Merchandise	84 & 56			
NLR NL P	Loop Line	Bow Jn	Not exercised				
NLR	Loop Line	Bromley Jn	Not exercised	70			

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Traffic - Running Powers - Page 2 of 2

London & South Western

NSWJR Kew Jns Willesden Sidings Merchandise 102 & 78

Over Between and Traffic Map Page

North & South Western Junction (lessees LNWR, Mid & NLR)

LSWR Kew Curve East Jn Kew Bridge Station Coaching 102

(Powers exercised by LNWR & NLR Cos on behalf of the lessees)

TROOP TRAINS

The First Troop Train?

A battalion of infantry in two divisions were moved on 3rd and 5th August 1852 from the Goods Station at Poplar to the LNWR at Camden Town, to be conveyed from there to Liverpool for Ireland. The troops were brought from Chatham by steam boat to Blackwall and the railway was used to avoid marching through London.

The Company had an agreement as to tolls with Blackwall Company that all river traffic was moved on over the Blackwall line. The Blackwall Company was informed that the troops were conveyed over the goods line for them to consider if they were due a toll. [RAIL 529/11, 12 Aug 1852, Board Mtg Min 454.]

Egypt 1882

During the period 24th July to 15th August 1882 twenty-five troop trains ran over the NLR. [RAIL 529/28 17 Aug 1882, Board Min 3430.]

South African War

During the period 16th October 1899 to 19 June 1902 nine hundred and five troop trains passed over the NLR. Details are shown in Annex A.

The Great War

From the date of the declaration of war until the signing of the Armistice no fewer than 7,359 loaded trains with troop or other military traffic passed over the North London and North and South Western Junction Railways. That, however, was only half the story as the stock forming these military specials was, in most cases, returned empty to that company's system from which the traffic emanated. Taking both loaded and empty trains the total number passing by the route in question during the period mentioned was 13,565.

In the early days of the war the passenger-train services on the North London had, occasionally, to be entirely suspended in order to facilitate the passing of troop traffic. On several days during August, September and November, 1914, the ordinary passenger-train services were either considerably curtailed or entirely suspended, The longest single period for which certain of the stations were continuously closed to the public was from 6 p.m. on Monday, 16th November, 1914, until midnight on 18th November. During this time 177 special troop trains and an equal number of empty trains went over the line. [Pratt, Edwin A., British Railways and the Great War Organisation, Efforts, Difficulties and Achievements, Volume I, Selwyn and Blount Ltd, 1921, pages 62/3.]

Compiled by Peter Bloomfield

Troop Trains Running Over the North London Railway during the South African War

Period	Troop	Trains	Horse	Trains	Baggage,	Total No.	Running	Board minute
	Special	Empties	Special	Empties	etc	of Trains	Total	and date
	•	•	•	-				RAIL 529/30
16 Oct - 16 Nov 1899	41	41	2	2	7	93	93	5754 16 Nov 1899
22 Nov – 18 Jan 1900	41	40	1	1	6	89	182	5781 18 Jan 1900
17 Jan – 14 Feb 1900	23	23	11	8	6	71	253	5807 15 Feb 1900
14 Feb – 15 Mar 1900	35	35	3	2	3	78	331	5814 15 Mar 1900
20 Mar – 26 Apr 1900	24	24	11	9	1	69	400	5827 26 Apr 1900
26 Apr – 17 May 1900	27	25	6	3		61	461	5841 17 May 1900
18 May – 14 Jun 1900	5	5	3	2		15	476	5852 14 Jun 1900
7 Jun – 19 Jul 1900	8	8				16	492	5862 19 Jul 1900
18 Jul – 15 Nov 1900	11	10				21	513	5895 15 Nov 1900
9 Nov – 17 Jan 1901	16	14				30	543	5918 17 Jan 1901
15 Jan – 18 Apr 1901	57	35				92	635	5962 18 Apr 1901
18 Apr – 16 May 1901	14	14				28	663	5970 16 May 1901
14 May – 20 Jun 1901	12	8				20	683	5988 20 Jun 1901
18 Jun – 18 Jul 1901	8	5				13	696	6003 18 Jul 1901
24 Jul – 9 Aug 1901	11	9				20	716	6016 9 Aug 1901
								RAIL 529/31
9 Aug – 17 Oct 1901	21	20				41	757	6033 17 Oct 1901
17 Oct – 14 Nov 1901	7	5				12	769	6044 14 Nov 1901
11 Nov – 19 Dec 1901	13	10				23	792	6062 19 Dec 1901
13 Dec – 16 Jan 1901	9	6				15	807	6076 16 Jan 1902
15 Jan – 20 Mar 1902	18	19				37	844	6103 20 Mar 1902
17 Mar – 17 Apr 1902	12	8				20	864	6113 17 Apr 1902
11 Apr – 15 May 1902	7	4				11	875	6121 15 May 1902
8 May – 19 Jun 1902	22	8				30	905	6135 19 Jun 1902
Total	442	376	37	27	23	905		