

Legal and medico-legal aspects of the Tay Bridge

L12. Enabling legislation

Enabling legislation relating specifically to the work for the construction of the Tay Bridge.

The North British Railway Company as principal promoters of the Tay Bridge project were required to obtain parliamentary authority for their work. The private legislation was put before the United Kingdom Parliament, scrutinised there and in due course passed.

The formulation of a policy for the company, the identification of the local matters requiring to fall within the legislation and the drafting of the Bill that led to the Act were all matters for which the company had to bear the cost.

FIRST SOURCE

Rosemary Devine (Compiler), *Index to Local and Personal Acts 1850-1995*: volume 3 [letters] M-R (London: HMSO, 1996). On pages 1538-1542 there are listed 79 individual private Acts of Parliament related to the business of the North British Railway in the period 1851 to 1921. For example:

North British Railway (Dundee Branch) Act 1866 (c. ccciv); and

North British Railway (Dundee and Arbroath Joint Line) Act 1879 (c. clv);

SECOND SOURCE

Rosemary Devine (Compiler), *Index to Local and Personal Acts 1850-1995*: volume 4 [letters] S-Y (London: HMSO, 1996). On page 2027 under the heading of 'Tay Bridge (Dundee)' are listed:

First bridge

North British Railway (Tay Bridge and Railways) Act 1870 (c. cxxxv);

North British Railway Act 1875 (c. c);

North British Railway (Additional Works and Powers) Act 1877 (c. lviii);

North British Railway (General Powers) Act 1879 (c. xlviii);

Second bridge

The North British Railway (New Tay Viaduct) Act 1881 (c. cxxxvii)

The North British Railway Act 1883 (c. lxviii);
