



CHAPTER lxxxiii.

An Act to confer further powers on the Central London Railway Company and for other purposes. A.D. 1907

[26th July 1907.]

WHEREAS the Central London Railway Company (in this Act called "the Company") have under the powers conferred upon them by the Central London Railway Acts 1891 to 1902 constructed an underground railway between Shepherd's Bush and the Bank of England in the city of London :

And whereas it is expedient that the Company should be authorised to construct the railways herein-after described and that the other powers of this Act should be conferred upon the Company :

And whereas plans and sections showing the lines and levels of the Railway No. 1 authorised by this Act and also a book of reference to those plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act were duly deposited with the clerk of the peace for the county of London and are herein-after respectively referred to as the deposited plans sections and book of reference :

And whereas subsequently to the introduction into Parliament of the Bill for this Act arrangements were completed for the holding in the year one thousand nine hundred and eight of an Anglo-French Exhibition on lands in close proximity to the existing depôt of the Company at Wood Lane and it is expedient for the purpose of affording improved access by railway to the site of the said exhibition that the Company should be authorised to construct the Railway No. 1A herein-after described :

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And whereas plans and sections showing the lines and levels of the said Railway No. 1A and also a book of reference to those plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required to be appropriated or used for the purposes of the said railway were deposited with the said clerk of the peace and are herein-after respectively referred to as the additional plans sections and book of reference :

And whereas it is expedient that the Company should be empowered either alone or in conjunction with any other railway companies to establish or participate in a scheme for providing a pension fund for the benefit of the servants of the Company or otherwise to secure to such servants pensions and retiring and superannuation allowances as by this Act provided :

And whereas it is expedient that the Company should be authorised to apply their funds for the purposes of this Act :

And whereas the purposes of this Act cannot be effected without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted and be it enacted by the King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows :—

Short titles.

1. This Act may be cited as the Central London Railway Act 1907 and the Central London Railway Acts 1891 to 1902 and this Act may be cited together as the Central London Railway Acts 1891 to 1907.

Incorporation of general Acts.

2. The following Acts and parts of Acts are (except where expressly varied by this Act) incorporated with and form part of this Act (that is to say) :—

The Lands Clauses Acts :

The provisions of the Railways Clauses Consolidation Act 1845 with respect to the following matters or contained in the following sections thereof (that is to say) :—

The construction of the railway and the works connected therewith ;

The carrying of passengers and goods upon the railway and the tolls to be taken thereon ;

The regulation and use of the railway ;

The settlement of disputes by arbitration;

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Sections 138 and 139 (as to service of notices and tender of amends); and

The recovery of damages not specially provided for and of penalties and the determination of any other matter referred to justices.

3. In this Act unless there be something in the subject or context repugnant to such construction the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings
And

Interpretation.

The expressions "the railway" or "the railways" mean the railways by this Act authorised;

The expression "the county" means the administrative county of London;

The expression "the underground railway" means and includes Railway No. 1 and so much of Railway No. 1A as extends for a distance of ten chains or thereabouts from its junction with Railway No. 1;

The expression "the council" means the London County Council;

The expressions "parish clerk" and "clerks of the several parishes" in sections 7 8 and 9 of the Railways Clauses Consolidation Act 1845 shall as regards the administrative county of London mean the town clerks of the metropolitan boroughs; and

The expressions "the Act of 1891." "the Act of 1901" and "the Act of 1902" mean respectively the Central London Railway Acts 1891 1901 and 1902.

4. Subject to the provisions of this Act the Company may make and maintain in the lines and according to the levels shown on the deposited plans and sections and the additional plans and sections the railways and works herein-after described with all necessary and proper stations platforms approaches passages subways tunnels sidings shafts lifts stagings buildings apparatus plant depôts machinery appliances works and conveniences connected therewith and may subject as aforesaid enter upon take and use such of the lands delineated on the deposited plans and the additional plans and described in the deposited book of reference and the additional book of reference as may be required for those purposes:

Power to make works.

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Provided always that nothing in this Act shall authorise the Company except for the purpose of making trial borings and except as provided by the section of this Act of which the marginal note is "Restrictions on breaking up surface of streets" to enter upon take or use the surface of any public street or road but (subject as aforesaid) the Company may appropriate and use without payment of compensation therefor the subsoil and under-surface of any public street road footway or place shown on the deposited plans or the additional plans and described in the deposited book of reference or the additional book of reference or so much thereof as shall be necessary for the purposes aforesaid.

Description
of works.

5. The railways and works herein-before referred to and authorised by this Act will be situate in the county of London and are—

A Railway No. 1 one furlong and nine chains in length commencing in or under Uxbridge Road by a junction with the existing railway of the Company forty yards or thereabouts east of Caxton Road and terminating in or under the boundary wall of the Company's property in Wood Lane at a point one hundred and ten yards or thereabouts north of Bulwer Street:

A Railway No. 1A two furlongs and six chains in length commencing at the northern termination of the existing depôt branch of the Company and terminating by a junction with Railway No. 1 at its termination.

General provisions as to
mode of construction.

6.—(1) The underground railway shall be constructed in a single tunnel in accordance with the provisions of this section.

(2)—(A) The tunnels of which the underground railway consists shall be constructed by means of steel or other sufficient metal shields driven forward or onward by hydraulic or other pressure as the work proceeds such shields being of sufficient length to protect the whole of the soil for a reasonable distance both in front of and behind the working faces. All such tunnels shall be lined throughout with iron or other sufficient metal plates properly jointed throughout or with other suitable materials.

(B) The tunnels shall not (except where necessary for adjustment at curves) have an internal diameter exceeding thirteen feet.

(3) Sufficient trial borings shall be kept ahead of the works in the tunnels in order to ascertain by frequent examinations the nature of the soil in advance of the working faces and the Company may in any street make such borings subject to such

reasonable restrictions as to surface borings as the local authority having the maintenance of that street may impose. A.D. 1907.

(4) Any space between the lining of the tunnels and the surrounding soil shall be properly filled up with lime or cement grouting placed therein under pressure.

(5) Before commencing any of the above works at any point the Company shall provide air-compressing machinery sufficient to provide a proper quantity of air at such pressure as will prevent the advent or inflow of any sand gravel water or soil and the Company shall take such precautions that they may at any time during the progress of the work be able to carry on the tunnelling under compressed air All such machinery shall be kept in full working order until the completion of the works in respect of which it is to be used and shall be used at the working faces whenever the use thereof is for any reason reasonably necessary or prudent.

(6) Should the nature of the soil extracted by means of the said trial borings be such as to show that it would be reasonably necessary or prudent to work at any working face under compressed air then the Company shall immediately stop all further excavating work and the further driving of the tunnel at such working face until the said machinery and apparatus is in position and in full working order and the work at such working face shall be carried on under compressed air until the said trial borings shall show that such precautions may be reasonably and prudently dispensed with.

(7) Except in the case of unforeseen accident or for the purpose of removing rain-water or other trifling amounts of water no use shall be made of pumping or other modes of removing water from the work The compressed air shall be used as herein-before provided and so as to restrain the advent or inflow of water into the tunnels.

7. The Company shall submit for the approval of the Board of Trade plans sections and other details of their proposals with respect to (A) permanent way tunnels platforms stairs lifts and other communications (B) rolling stock (C) lighting and (D) ventilation and the railway rolling stock and other works shall be constructed only in accordance with the plans sections and other details as approved by the Board of Trade. Plans &c. to be approved by Board of Trade before works commenced.

8.—(1) In addition to the provisions of the Acts incorporated herewith with respect to compensation for lands taken or injuriously affected the Company shall make compensation to the Compensation for damage by working.

A.D. 1907. owner lessee and occupier of any land house or building which shall be injuriously affected by reason of the working of the railway where constructed in tunnel (including the working of lifts and any other works in connexion with the said railway) notwithstanding that no part of the property of such owner lessee or occupier is taken by the Company Provided that all claims for compensation under this section shall be made within two years from the date of the opening of the railway for public traffic and shall be settled by a single arbitrator under and subject to the provisions of the Arbitration Act 1889 save that where the parties do not concur in the appointment of an arbitrator the Board of Trade shall have the power of the court or a judge under section 5 of the said Act.

(2) An arbitrator under this section may with the consent of all parties concerned hear together any class or group of claims under this section.

Period for compulsory purchase of lands.

9. The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Persons authorised to convey lands may grant easements &c.

10. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water in which persons other than the grantors have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Owners may be required to grant easements only under properties.

11. With respect to all the properties shown on the deposited plans notwithstanding anything contained in this Act or the said plans the Company shall not be required to purchase or take the same or any part of the surface thereof but the Company may purchase and take and the owners of and other persons interested in any such property (other than a public street road footway or place) shall sell an easement or right of using the subsoil and under surface thereof for the purposes of the undertaking of the Company and the provisions of the Lands Clauses Acts with respect to lands shall extend and apply to such easement or right of user except that no such easement or right of user shall be deemed part of a house or other building or manufactory within

the meaning of section 92 of the Lands Clauses Consolidation Act 1845 and that any question of disputed purchase money or compensation under this section shall be settled by arbitration in manner prescribed by the said Acts Provided always that nothing in this section contained shall apply to any of the said properties the ground surface of which is at a less height than twenty feet above the crown of the tunnel as the same shall be constructed. A.D. 1907.

12. And whereas in the construction of the railway and works hereby authorised or otherwise in the exercise of the powers of this Act it may happen that portions only of certain properties shown on the deposited plans may be sufficient for the purposes of the same and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owners of and other persons interested in the lands or buildings described in the First Schedule to this Act and whereof parts only are required for the purposes of this Act may if such portions can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of such properties without material detriment thereto be required to sell and convey to the Company the portions only of the properties so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof and other persons interested therein by severance or otherwise. Owners may be required to sell parts only of certain lands and buildings.

13. In the execution of the works by this Act authorised but subject to the provisions of this Act the Company may deviate laterally from the lines thereof shown on the deposited plans and the additional plans to any extent within the limits of deviation shown thereon Provided always that nothing in this section contained shall authorise the Company to deviate from the said lines so that any part of the works shall extend under the front wall (above the street level) of any house or building abutting upon any street under and along which the railway is constructed unless such house or building shall have been purchased by the Company or the consent in writing of the owners lessees and occupiers thereof shall have been first obtained but this proviso shall not apply in any case where the Company shall acquire an easement or right of using the subsoil. Power to deviate laterally.

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Power to deviate vertically.

14. In the execution of the works by this Act authorised but subject to the provisions of this Act the Company may deviate vertically from the levels thereof marked on the deposited sections and the additional sections to such an extent as may be found necessary or convenient. Provided always that the railway and works by this Act authorised shall not be constructed within twenty feet of the surface of any street or road unless in the case of Railway No. 1A a less depth is agreed to by the council of the metropolitan borough of Hammersmith. Provided also that the Company shall not under the powers of this Act without the consent of the council construct under any street or roadway in the county any of the running or station tunnels at any other levels than those shown on the deposited sections and additional sections respectively except in accordance with plans and sections submitted to and approved by the council.

Restrictions on breaking up surface of streets.

15. Except as herein-after provided the Company shall not break up or disturb the surface of any street or road for the purpose of constructing the railway nor open or make any ventilators air-shafts or other similar openings in any roadway or footway but nothing herein contained shall restrict the right of the Company to the use of streets or roads for purposes of ordinary traffic or of access to or in connexion with any of their lands or buildings or take away or diminish any rights which they would have as owners or occupiers of lands or buildings abutting upon any street or road:

Provided always that subject to the provisions of this Act the Company for the purpose of constructing and maintaining the railway and the works and conveniences connected therewith may enter upon and open up the surface of the roadway and footways of so much of Wood Lane Shepherd's Bush as lies within the limits of deviation shown upon the deposited plans.

Incorporating certain provisions of existing Acts.

16. The provisions contained in the sections of the Acts of 1891 1901 and 1902 which are mentioned or referred to in the Second Schedule to this Act shall extend and apply to the railway and works by this Act authorised as fully and effectually to all intents and purposes as if those provisions had been expressly re-enacted in this Act with reference thereto respectively. Provided always that wherever in those provisions district boards of works or vestries are mentioned or referred to the same shall be read and construed as if metropolitan borough councils had been mentioned or referred to therein instead of boards of works or vestries and that in construing for the purposes of this Act

section 85 of the Act of 1891 the expression "the protected companies" shall mean and include the London Hydraulic Power Company the Kensington and Knightsbridge Electric Lighting Company Limited the Notting Hill Electric Lighting Company Limited the council of the metropolitan borough of Hammersmith (in so far as that council's works for the supply of electrical energy are concerned) and the National Telephone Company Limited (in so far as that company's underground works are concerned). A.D. 1907.

17. If the Company fail within the period limited by this Act to complete the railways the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railways are completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty amounts to five per centum on the estimated cost of the uncompleted railway or railways. Imposing penalty unless railway opened.

The said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854.

Every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Paymaster-General for and on behalf of the Supreme Court in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after provided.

But no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening the railway by unforeseen accident or circumstances beyond their control Provided that want of sufficient funds shall not be held to be a circumstance beyond their control.

18. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railway or any portion thereof or who have been subjected to injury or loss in consequence of the Application of penalty.

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If no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the railway or railways in respect of which the penalty has been incurred or any part thereof has been abandoned be paid or transferred to such receiver or be applied in the discretion of the Court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid or retransferred to the Company.

Period for completion of works.

19. If the railway is not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the railway or otherwise in relation thereto shall cease except as to so much thereof as is then completed.

Rates and charges.

20. The Company may demand and take for the conveyance of passengers and for small parcels conveyed upon the railway and the existing depôt branch of the Company any rates or charges not exceeding those authorised by the Act of 1891 and sections 103 to 108 of that Act and section 38 of the Central London Railway Act 1892 and section 3 of the Central London Railway Act 1900 shall extend and apply to the rates and charges by this Act authorised as if the railways by this Act authorised were part of the railways authorised by the Act of 1891.

For protection of London County Council.

21. The following provisions shall unless otherwise agreed have effect for the protection of the council (that is to say):—

- (1) The provisions of the London Building Acts 1894 to 1905 and any Act amending the same and any byelaws and regulations in force thereunder shall apply to the execution by the Company of any building structure or work on any lands in the county acquired under the powers of this Act provided that the Company shall be entitled to the benefit of any special exemptions in favour of railway companies in the said London

Building Acts contained but no such exemption shall be deemed to apply to any building or part of a building which shall be used or intended to be used for other than railway purposes:

- (2) In constructing the railways in or under Wood Lane the Company shall so construct the railways as not in any way to interfere with or impede the construction or the safe and efficient working of the tramway which the council is authorised to construct therein or to interfere with or impede the construction reconstruction or adaptation for electrical traction of such tramway and the plans sections and specifications of such portion of the railways shall be submitted to and reasonably approved by the council:
- (3) If the Company shall construct a station on the land now belonging to them fronting Wood Lane it shall be so constructed as to leave on the side thereof abutting on Wood Lane a foot pavement of not less than fifteen feet wide along the whole extent of the exits and entrances of such station to and from Wood Lane and along the intervening space between such exits and entrances if such intervening space does not exceed thirty feet.

22. For the protection of the council of the metropolitan borough of Hammersmith (in this section referred to as "the council") the following provisions shall unless otherwise agreed in writing between the council and the Company have effect (that is to say):—

For protection of metropolitan borough of Hammersmith.

- (A) If in the execution of the works by this Act authorised the Company or their contractors or agents shall in removing from or bringing to their works any soil materials or plant cause additional expense to be placed upon the council in the repair or maintenance of the road over which soil materials or plant shall be carried such additional cost shall be repaid to the council by the Company:
- (B) While the Company are possessed under the authority of this Act of any lands houses buildings cellars easements or other property within the said borough assessed or liable to be assessed to the borough general rate or other rates and until any works to be constructed by the Company in or upon any such lands are so far completed as to be assessed or liable to be assessed

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to any amount equal to or greater than the aggregate value at which the said lands houses buildings cellars easements and property were assessed to the last rate made before the passing of this Act the Company shall be liable to make good and shall make good and pay any deficiency in the assessments by reason of such lands houses buildings cellars easements or other property being taken or used by them and the deficiency shall be computed according to the value at which such lands houses buildings cellars easements or other property are assessed to the last rate made before the passing of this Act :

- (c) All tunnels and other works within the said borough shall be constructed by the Company in such manner as at all times to support not only the ordinary and exceptional traffic lawfully using the streets but also any steam roller that the council may use for repairing the streets and the Company shall indemnify and make good all costs and expenses that the council may incur by reason of any defect or insufficiency in strength of such tunnels and other works :
- (d) The Company shall not deposit any subsoil or material anywhere within the borough so as to cause any nuisance or obstruction to any persons using the streets roads or footways within the said borough :
- (e) The Company shall make full compensation to the council for any damage to or subsidence of any sewer drain or work under the control of the council in or under any street road or footway in or under which any railways or works by this Act authorised may be executed by the Company which may be caused by or in consequence of the act or default of the Company.

For protec-
tion of Lon-
don United
Tramways
Limited.

23. Notwithstanding anything contained in this Act or shown upon the deposited plans the Company shall not under the powers of this Act enter upon take or in any way interfere with any tramways belonging to or used by the London United Tramways Limited.

For pro-
tection of
Metropolitan
Water Board.

24. For the protection of the Metropolitan Water Board (in this section referred to as "the board") the following provisions shall have effect (that is to say) :—

The words "company or society" referred to in the sections of the Railways Clauses Consolidation Act 1845 which by

the section of this Act of which the marginal note is "Incorporation of general Acts" are incorporated with this Act shall extend and apply to all the water mains pipes hydrants and other works and apparatus of the board and to the board in relation thereto and the board shall be deemed to be included in the words "company or society" within the meaning of such sections of the Railways Clauses Consolidation Act 1845 :

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The provisions of section 85 of the Act of 1891 shall extend and apply to all the water mains pipes hydrants and other works and apparatus of the board and to the board in relation thereto and the board shall be deemed to be included in the expression "the protected companies" within the meaning of that section.

25. The Company shall not except with the approval of the Commissioners of Works erect any generating station or take a supply of energy for traction purposes from any generating station within the London Postal District unless the site for such generating station is specified in an Act of Parliament or in an Order confirmed by or having the effect of an Act of Parliament Provided always that this section shall not apply to any substation for the transformation and distribution of electrical power or to any station which may be in existence and which shall not be extended beyond the limits of the site occupied by the buildings of such station at the time of the passing of this Act.

As to generating stations.

26.—(1) With a view to the protection of the royal palaces parks and gardens museums and other public buildings and their contents (in this section referred to as "the protected premises") the Commissioners of Works and their engineer or other officer duly authorised in writing under the hand of their secretary may from time to time enter upon and inspect any generating station of the Company and if on such inspection it appears that proper precautions are not being adopted for the due consumption of smoke and for preventing as far as reasonably practicable the evolution of oxides of sulphur and generally for the prevention of nuisance in relation to the protected premises they may (without prejudice to any other remedy) require the Company forthwith to carry out such works and to do such things as in their opinion are necessary in the circumstances.

For protection of Commissioners of Works.

(2) The Company shall give all reasonable facilities for such inspection to the Commissioners and their engineer or other officer as aforesaid.

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(3) Any dispute arising between the Commissioners and the Company in relation to any of the provisions of this section shall be referred to an arbitrator to be appointed (in case of disagreement) by the President of the Institution of Electrical Engineers and the Arbitration Act 1889 shall apply to the reference.

Provisions as to pensions for Company's servants.

27.—(1) The Company may either alone or in conjunction with any other railway company or companies establish a pension fund or may participate in any existing pension fund of any other railway company or companies upon such terms and conditions as may be agreed upon between the Company and any such other railway company or companies for the payment of pensions and retiring and superannuation or other allowances to persons who are or shall be or shall have been salaried servants of the Company (including servants of any fund so established or participated in) or the Company may enter into and carry into effect agreements with any insurance company or other association or company for securing to any of such servants pensions and allowances as aforesaid.

(2) The Company may subscribe for and hold (by themselves or their nominees) shares in and securities of any company or association which may be formed for the purpose of providing such pensions and allowances as aforesaid for the benefit of the salaried servants of the Company and any other railway company or companies.

(3) It shall not be obligatory on any present or future servant of the Company to become a member of any such fund as aforesaid or to become a party to any arrangement for securing to him any pension or retiring or superannuation or other allowance as aforesaid.

(4) The Company may guarantee and make payments to any such fund or company or association as aforesaid and any such payments shall be made as part of the working expenses of the Company out of the revenue of the Company.

(5) The directors of the Company may appropriate and set aside in each half year out of the revenue of the Company as a working expense such a sum as they may think fit in order to provide a fund for the making of any such payment as aforesaid.

(6) Any scheme for the establishment of a superannuation or pension fund under this Act shall not come into operation until the Company shall in respect of that fund make proper rules and regulations capable of being registered under the Friendly Societies

Act 1896 and shall have been registered under that Act and all the provisions of that Act including separate accounts annual returns and valuations (except the proviso to subsection (1) of section 8 and section 41) so far as they are applicable and are not inconsistent with the provisions of this Act shall apply (A) as if the Company were a society to which that Act applies and were the trustees of such society (B) as if the scheme were the rules of the society (C) as if the superannuation or pension funds were the funds of such society and (D) as if the contributors to the fund were the members of such society. A.D. 1907.

(7) Nothing in this Act shall affect the right or power of the Company to grant out of their own funds and revenues such pensions and allowances to any servants of the Company as the directors of the Company may think fit.

28. The Company may apply to the purposes of this Act to which capital is properly applicable any of the moneys which they are by the Central London Railway Acts 1891 to 1902 authorised to raise and which may not be required for the purposes of those Acts. Power to apply funds.

29. Nothing in this Act contained shall exempt the Company or the railway from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies passed before or after the commencement of this Act or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised by this Act. Provision as to general Railway Acts.

30. All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company. Costs of Act.

A.D. 1907. The SCHEDULES referred to in the foregoing Act.

FIRST SCHEDULE.

DESCRIBING PROPERTIES OF WHICH PARTS ONLY MAY BE TAKEN.

Borough.	Nos. on deposited Plans.	Description of Property.
RAILWAY No. 1.		
Hammersmith -	3	House shop and premises.
	4	House shop and premises.
	5	House shop and premises.
	6	House shop and premises.
	7	House shops and premises and entrance to yard.
	8	Private yard (Aldine Place).
	9	House shop yard and premises.
	10	House shop yard and premises.
	11	House shop and premises.
	12	House shop and premises.
	13	Shop warehouse yard and premises.
	14	House forecourt garden and premises.
	15	House forecourt garden and premises.
	16	House forecourt garden and premises.
	17	House forecourt garden and premises.
	18	Shop house yard and premises.
	19	House shop garden and premises.
	20	House shop yard and premises.
	21	Public-house and premises.
	22	Yard and offices.
	23	House shop and premises.
	24	Shop and premises.
	25	Hall and premises.
	26	Stable and coach-house.
	27	Stable and coach-house.
	29	Drill hall forecourt and premises.

SECOND SCHEDULE.

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NUMBERS AND MARGINAL NOTES OF SECTIONS INCORPORATED.

ACT OF 1891.

8. Motive power.
10. For the protection of the works of the National Telephone Company.
42. No ventilators &c. to be made in roadways or footways.
43. Provisions as to cellars not referenced.
44. Conditions to be observed in opening road for boring purposes.
46. As to entrances at stations &c.
49. For the protection of sewers of the council.
51. Buildings not to be brought beyond general line.
52. Walls of buildings to be made good.
53. Inspection of works by council.
54. Exhibition of placards in the county of London.
55. For the protection of sewers of district boards and vestries.
69. Deposit of objects of interest.
85. General provisions for protection of water gas hydraulic power and electric companies.
86. For the protection of the Gas Light and Coke Company.
97. Company empowered to underpin or otherwise strengthen houses near railway.

ACT OF 1901.

8. For protection of the Postmaster-General.

ACT OF 1902.

7. Power to retain sell &c. lands.

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