



## CHAPTER cxii.

An Act to extend the powers of the Latimer Road and  
Acton Railway Company. A.D. 1888.  
[24th July 1888.]

WHEREAS by the Latimer Road and Acton Railway Act 1882 (hereinafter called "the Act of 1882") the Latimer Road and Acton Railway Company (herein referred to as "the Company") were authorised to make the railway in the said Act mentioned and by that Act the time for the compulsory purchase of lands and for constructing the said railway expired on the eighteenth day of August one thousand eight hundred and eighty-five and the eighteenth day of August one thousand eight hundred and eighty-seven respectively:

And whereas by the Latimer Road and Acton Railway Act 1885 (hereinafter called "the Act of 1885") the times limited by the Act of 1882 for the compulsory purchase of lands and for constructing the railway were extended until the eighteenth day of August one thousand eight hundred and eighty-seven and eighteenth day of August one thousand eight hundred and eighty-eight respectively and it is expedient that the powers in respect of lands in this Act specified be revived and that that period and the period for the completion of the railway should be enlarged:

And whereas the money referred to in the 49th section of the said Act of 1882 still remains deposited with the Paymaster-General for and on behalf of the Supreme Court of Judicature in England as a security for the completion of the said railway within the time limited by the said Act:

And whereas the powers of the said Act cannot be extended without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with

A.D. 1888. — 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 title. 1. This Act may be cited for any purpose as the Latimer Road and Acton Railway Act 1888.

Incorporation of  
Part II. of Rail-  
ways Clauses  
Act 1863.

2. Part II. (extension of time) of the Railways Clauses Act 1863 is incorporated with and forms part of this Act.

Reviving and  
extending  
time for the  
purchase of  
lands.

3. Notwithstanding the expiration of the period limited by the Act of 1882 as extended by the Act of 1885 with respect to the compulsory purchase and taking of lands required for the purposes of the railway by those Acts authorised the Company may in respect of all lands not situate between the eastern side of the piece of ground marked on the deposited plans No. 15 in the parish of Acton and the western side of the road formerly known as Old Oak Lane but now known as East Acton exercise such powers for a period of two years from the eighteenth day of August one thousand eight hundred and eighty-eight.

Extending  
time for  
completion  
of railways.

4. The time limited by the Acts of 1882 and 1885 for the completion of the railways by those Acts authorised is hereby extended until the eighteenth day of August one thousand eight hundred and ninety-one.

Time limited  
for comple-  
tion of rail-  
ways.

5. If the railways shall not be completed within the period limited by this Act then on the expiration of such period the powers by the recited Act and this Act granted to the Company for making and completing the railway or otherwise in relation thereto shall cease to be exercised except as to so much thereof as shall then be completed.

Restriction  
on taking  
houses of  
labouring  
class.

6. The Company shall not under the powers of the Acts of 1882 or 1885 as extended by this Act without the consent of the Secretary of State for the Home Department purchase or acquire in any parish in the metropolis as defined by the Metropolis Management Act 1855 twenty or more houses which after the passing of this Act have been or on the 15th day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers.

For the purposes of this section the expression "labouring class" includes mechanics artisans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shil-

lings a week and the families of any of such persons who may be residing with them. A.D. 1888.

7. Whereas the railway is intended to be carried through an estate in the parish of Hammersmith belonging or reputed to belong to the Ecclesiastical Commissioners for England whereby such estate will be severed into parts Therefore for the purpose of providing for and securing to the Ecclesiastical Commissioners and to their sequels in estate (who are hereinafter included together in the expression "the Commissioners") and to the occupiers of the said estate communication between the several portions of that estate and otherwise for their protection the provisions next hereinafter following shall have effect that is to say :

For the protection of the estate of the Ecclesiastical Commissioners.

- (A.) The Company shall not take use or enter upon any more of the lands belonging to the Commissioners than is absolutely necessary for the construction on an embankment of a railway having not more than two lines of rails with fences to the same and for a passenger station or stations and such sidings in connection with such passenger station or stations as may be absolutely necessary for the convenient use thereof and for approaches thereto.
- (B.) The Company shall construct that part of their line through the Commissioners' said estate which is co-extensive with the close numbered 13 on the plans deposited in respect of the said Bill wholly on an embankment in the said close numbered 13 and in such line and such manner as that the southern boundary of such part of the said railway shall be conterminous with the southern boundary of the said close throughout its whole length.
- (C.) In the construction of the railway the Company shall make and at all times thereafter maintain an underbridge in each of the closes numbered 6 19 and 29 respectively at such point and crossing the roads designed for the development of the Commissioners' estate at such an angle as shall be indicated by notice in writing under the hand of the secretary for the time being of the Commissioners.

The bridge to be made in close numbered 29 shall have a span of not less than fifty feet between the supporting walls on each side and the bridges to be made in closes numbered 6 and 19 shall each have a span of 45 feet Each bridge shall afford for every part of the roadway underneath the same a clear headway of sixteen feet above the present surface of the ground and shall be constructed and for ever maintained in a watertight condition and free from drip.

A.D. 1888.  
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- (D.) The Commissioners may at any time either before or after the construction of the railway make and maintain underneath the bridges to be constructed as provided in sub-section C such roads paths sewers drains and gas and water mains as they may think fit.
- (E.) The Commissioners may with the consent of the engineer of the Company plant and keep planted with shrubs and ornamental trees such parts of every embankment constructed by the Company on their said estate as may not for the time being be used for the purposes of the authorised works of the Company.
- (F.) No goods or mineral station depôt or sidings shall be at any time made upon any lands belonging to the Commissioners without the consent in writing of the Commissioners under their common seal.
- (G.) The Company shall fence off from the residue of the said estate of the Commissioners the lands taken therefrom under the powers of this Act by a neat strong iron hurdle fence or by a brick wall not less than five feet in height.
- (H.) All the works to be executed by the Company for the protection and accommodation of the Commissioners shall be executed in accordance with plans sections and drawings to be previously agreed upon between the engineers of the Company and of the Commissioners for the time being and shall be completed to the satisfaction of the engineer of the Commissioners And in the event of the engineers differing in opinion the matter with respect to which they differ shall be referred to and executed according to the direction of an umpire appointed by them and failing agreement as to such appointment by an engineer to be appointed on the application of the Company or the Commissioners by the President for the time being of the Institute of Civil Engineers The costs of such application and of any reference to arbitration under this provision shall be in the discretion of the umpire.
- (I.) The provisions in this section contained shall be in addition to and not in substitution for all the provisions contained in this Act and in the Acts incorporated therewith for the accommodation of lands adjoining the railway.

For the protection of the East Acton estate of the Goldsmiths' Company.

**8.** For the protection of the East Acton Estate in the county of Middlesex (in this section called "the estate") belonging or reputed to belong to the Wardens and Commonalty of the Mystery of Goldsmiths of the City of London (hereinafter referred to as "the

Goldsmiths' Company") the following provisions shall have effect A.D. 1888.  
that is to say:

- (a) Notwithstanding anything in this or in the recited Acts contained the period limited by the Acts of 1882 and 1885 for the compulsory purchase and taking of lands shall not as regards such estate be extended beyond the 18th day of August 1889 and if the purchase shall not have been completed on that day all powers of purchase and interference with the said estate shall cease but the Goldsmiths' Company shall have such rights of action and may enforce any claim which they may have against the Company as fully and effectually as if the Company had not made default in completing the purchase of such land.
- (b) The Company shall pay to the Goldsmiths' Company interest at the rate of five per cent. per annum upon the agreed purchase money of £2,000 of that portion of the estate near the Great Western Railway which is severed by the cutting already made by the Company and upon the purchase money of the remainder of the estate upon which the Company have not yet entered such interest to be calculated from the fifth day of September 1887 and shall be deemed to be and may be enforced as a part of the purchase money payable to the Goldsmiths' Company.
- (c) The Company will pay the costs charges and expenses incurred by the Goldsmiths' Company in respect of their opposition in Parliament to the Bill for this Act and also the costs charges and expenses incurred by them in respect of an exchange of land at East Acton aforesaid with Mr. William Thomas King Church all such costs to be taxed as between solicitor and client if not otherwise agreed upon between the Company and the Goldsmiths' Company and shall be paid out of the interest upon the Parliamentary deposit in July 1888 and January following and shall be deemed to be a first lien upon such interest.

9. Nothing herein contained shall be deemed or construed to exempt the railways of the Company or the Company from the provisions of any general Act relating to railways or to the better and more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision and alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised to be taken by the Company.

10. All the costs charges and expenses of obtaining and passing this Act or incident thereto shall be paid by the Company.

Provision for  
general Rail-  
way Acts.

Expenses of  
Act.

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