CHAPTER x.

An Act for incorporating the Uxbridge and Rickmansworth Railway Company and for other purposes. A.D. 1896.

[21st May 1896.]

WHEREAS the construction of the railway herein-after described from the Great Western Railway at Uxbridge to the London and North Western Railway at Rickmansworth would be of public and local advantage:

And whereas the several persons herein-after named with others are willing at their own expense to carry the undertaking into execution on being incorporated into a company for the purpose:

And whereas it is expedient that the Company and the other companies hereafter in that behalf mentioned be empowered to enter into and carry into effect agreements as herein-after provided:

And whereas plans and sections showing the lines and levels of the railway authorised by this Act and also books of reference to the 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 clerks of the peace for the counties of Middlesex Buckingham and Hertford respectively in the month of November one thousand eight hundred and ninety-four and are herein-after respectively referred to as the deposited plans sections and books of reference:

And whereas since the deposit of the said plans sections and books of reference certain alterations of the line and levels of a portion of Railway No. 1 in this Act described have been deemed expedient and plans and sections showing such alterations and also books of reference 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 under the powers of this Act for the purposes of such alterations were deposited with the clerk of the peace for the county of Middlesex in the month of April one thousand eight

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hundred and ninety-five and are herein-after referred to as the altered plans sections and books of reference:

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 Queen'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 title.

1. This Act may be cited as the Uxbridge and Rickmansworth Railway Act 1896.

Incorporation of Acts.

2. The Companies Clauses Consolidation Act 1845 Part I. (relating to cancellation and surrender of shares) and Part III. (relating to debenture stock) of the Companies Clauses Act 1863 the Lands Clauses Acts the Railways Clauses Consolidation Act 1845 and Part I. (relating to construction of a railway) and Part III. (relating to working agreements) of the Railways Clauses Act 1863 are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction The expression "the Company" means the company incorporated by this Act the expressions "the railway" and "the undertaking" mean respectively the railways and the undertaking by this Act authorised And for the purposes of this Act the expression "superior courts" or "court of competent jurisdiction" or any other like expression in this Act or any Act wholly or partially incorporated herewith shall be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt and not a debt or demand created by statute.

Company incorporated.

4. Sir Frederick Dixon Dixon-Hartland Baronet Walter Bridge Puckle and Robert Cory Hanrott and all other persons and corporations who have already subscribed to or shall hereafter become proprietors in the undertaking and their executors administrators successors and assigns respectively shall be and are hereby united into a company for the purpose of making and maintaining the railway and for other the purposes of this Act and for those purposes shall be and are hereby incorporated by the name of "the Uxbridge

and Rickmansworth Railway Company" and by that name shall be a body corporate with perpetual succession and a common seal and with power to purchase take hold and dispose of lands and other property for the purposes of this Act.

Power to make railways.

5. 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 as amended by the altered plans and sections the railways and works herein-after described with all proper stations junctions sidings bridges viaducts rails tunnels roads buildings yards approaches works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the said plans and described in the books of reference deposited therewith as may be required for that purpose The railways and works herein-before referred to and authorised by this Act are—

(1) Railway No. 1—6 miles 5 furlongs 5·55 chains in length commencing in the parish of Hillingdon in the county of Middlesex at the southern end of the goods shed at the Uxbridge Station of the Great Western Railway Company and terminating in the parish of Harefield in the same county at a point two hundred and thirty-four yards or thereabouts measured in a south-westerly direction from the south-western corner of the lock-house at Springwell Lock on the Grand Junction Canal and one hundred and eighty-seven yards or thereabouts measured in a north-westerly direction from the north-western corner of Springwell Farm House :

(2) Railway No. 2—2 furlongs 2·5 chains in length wholly in the parish of Hillingdon and county of Middlesex commencing by a junction with the Uxbridge Branch of the Great Western Railway at or near the footbridge carrying the footpath leading from Whitehall Road to Turner's Nurseries over the said branch railway and terminating by a junction with Railway No. 1 before described at a point on the eastern side of Cowley Road 33 yards or thereabouts from the south-eastern corner of the Van and Horses tavern :

(3) Railway No. 3—1 mile 6 furlongs 9 chains in length commencing at the termination of Railway No. 1 before described and terminating in the parish of Rickmansworth in the county of Hertford by a junction with the Watford and Rickmansworth Branch of the London and North Western Railway at a point two hundred and twenty yards or thereabouts measured in a north-easterly direction along the centre of the said branch railway from the booking office at the Rickmansworth Station thereon.

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Capital.

6. The capital of the Company shall be two hundred thousand pounds in twenty thousand shares of ten pounds each.

Shares not to be issued until one fifth paid.

7. The Company shall not issue any share created under the authority of this Act nor shall any such share vest in the person or corporation accepting the same unless and until a sum not being less than one fifth of the amount of such share is paid in respect thereof.

Calls.

8. One fifth of the amount of a share shall be the greatest amount of a call and three months at least shall be the interval between successive calls and three fourths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Receipt in case of persons not sui juris.

9. If any money is payable to a shareholder or mortgagee or debenture stock holder being a minor idiot or lunatic the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Power to divide shares.

10. Subject to the provisions of this Act the Company with the authority of three fourths of the votes of the shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose may from time to time divide any share in their capital into half shares of which one shall be called "preferred half share" and the other shall be called "deferred half share" but the Company shall not so divide any share under the authority of this Act unless and until not less than sixty per centum upon such share has been paid up and upon every such division fifty per centum upon the entire share shall be carried to the credit of the deferred half share (being the whole of the amount payable thereon) and the residue to the credit of the preferred half share.

Dividends on half-shares.

11. The dividend which would from time to time be payable on any divided share if the same had continued an entire share shall be applied in payment of dividends on the two half shares in manner following (that is to say) First in payment of dividend after such rate not exceeding six per centum per annum as shall be determined once for all at a general meeting of the Company specially convened for the purpose on the amount for the time being paid up on the preferred half share and the remainder (if any) in payment of dividend on the deferred half share and the Company shall not pay any greater amount of dividend on the two half shares than would have from time to time been payable on the entire share if the same had not been divided.

Dividends on preferred shares to be paid out of the profits of the year only.

12. Each preferred half share shall be entitled out of the profits of each year to the dividend which may have been attached to it by the Company as aforesaid in priority to the deferred half share bearing the same number but if in any year ending the thirty-first day of December there shall not be profits available for the payment of the full amount of dividend on any preferred half share for that year no part of the deficiency shall be made good out of the profits of any subsequent year or out of any other funds of the Company.

Half shares to be registered and certificates issued.

13. Forthwith after the creation of any half share the same shall be registered by the directors and each half share shall bear the same number as the number of the entire share certificate in respect of which it was issued and the directors shall issue certificates of the half shares accordingly and shall cause an entry to be made in the register of the entire shares of the conversion thereof but the directors shall not be bound to issue a certificate of any half share until the certificate of the existing entire share shall be delivered to them to be cancelled unless it be shown to their satisfaction that such certificate is destroyed or lost and on any certificate being so delivered up the directors shall cancel it.

Terms of issue to be stated on certificates.

14. The terms and conditions on which any preferred half share or deferred half share created under this Act is issued shall be stated on the certificate of each such half share.

Forfeiture of preferred shares.

15. The provisions of the Companies Clauses Consolidation Act 1845 with respect to the forfeiture of shares for non-payment of calls shall apply to all preferred half shares created under the authority of this Act and every such preferred half share shall for that purpose be considered an entire share distinct from the corresponding deferred half share and until any forfeited preferred half share shall be sold by the directors all dividends which would be payable thereon if the same had not been forfeited shall be applied in or towards payment of any expenses attending the declaration of forfeiture thereof and of the arrears of calls for the time being due thereon with interest.

Preferred shares not to be cancelled or surrendered.

16. No preferred half share created under the authority of this Act shall be cancelled or be surrendered to the Company.

Half-shares to be half-shares in capital.

17. The several half shares under this Act shall be half shares in the capital of the Company and every two half shares (whether preferred or deferred or one of each) held by the same person shall confer such right of voting at meetings of the Company and (subject to the provisions herein-before contained) shall confer and have all such other rights qualifications privileges liabilities and incidents as attach and are incident to an entire share.

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Power to borrow.

18. The Company may from time to time borrow on mortgage of the undertaking any sum not exceeding in the whole sixty-six thousand six hundred pounds but no part of that sum shall be borrowed until the whole capital of two hundred thousand pounds by this Act authorised is issued and accepted and one half thereof is paid up and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act 1845 before he so certifies that the whole of such capital has been issued and accepted and that one half thereof has been paid up and that not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof and the Company have proved to such justice as aforesaid before he so certifies that such shares were issued and accepted bonâ fide and are held by the persons or corporations to whom the same were issued or their executors administrators successors or assigns and that such persons or corporations their executors administrators successors or assigns are legally liable for the same and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which shall be sufficient evidence thereof.

For appointment of a receiver.

19. The mortgagees of the undertaking may enforce payment of arrears of interest or principal or principal and interest due on their mortgages by the appointment of a receiver In order to authorise the appointment of a receiver in respect of arrears of principal the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than six thousand pounds in the whole.

Debenture stock.

20. The Company may create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 but notwithstanding anything therein contained the interest of all debenture stock and of all mortgages at any time created and issued or granted by the Company under this or any subsequent Act shall subject to the provisions of any subsequent Act rank pari passu (without regard to the dates of the securities or of the Acts of Parliament or resolutions by which the stock or mortgages were authorised) and shall have priority over all principal moneys secured by such mortgages Notice of the effect of this enactment shall be endorsed on all mortgages and certificates of debenture stock.

Application of moneys.

21. All moneys raised under this Act whether by shares debenture stock or borrowing shall be applied only for the purposes of this Act to which capital is properly applicable.

First ordinary meeting.

22. The first ordinary meeting of the Company shall be held within six months after the passing of this Act.

Number of directors.

23. The number of directors shall be five but the Company may from time to time reduce and again increase the number of directors but so that the number shall never be less than three nor more than seven.

Qualification of directors.

24. The qualification of a director shall be the possession in his own right of not less than fifty shares.

Quorum.

25. The quorum of a meeting of directors shall be three.

First directors.

26. Sir Frederick Dixon Dixon-Hartland Baronet Walter Bridge Puckle and Robert Cory Hanrott and two other duly qualified persons to be nominated by them or the majority of them and consenting to such nomination shall be the first directors of the Company and shall continue in office until the first ordinary meeting held after the passing of this Act At that meeting the shareholders present in person or by proxy may either continue in office the directors appointed by this Act or nominated as aforesaid or any of them or may elect a new body of directors or directors to supply the place of those not continued in office the directors appointed by this Act or nominated as aforesaid being (if they continue qualified) eligible for re-election and at the first ordinary meeting to be held in every year after the first ordinary meeting the shareholders present in person or by proxy shall (subject to the power hereinbefore contained for altering the number of directors) elect persons to supply the places of the directors then retiring from office agreeably to the provisions of the Companies Clauses Consolidation Act 1845 and the several persons elected at any such meeting being neither removed nor disqualified nor having died or resigned shall continue to be directors until others are elected in their stead in manner provided by the same Act.

Election of directors.

Lands for extraordinary purposes.

27. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 shall not exceed five acres but nothing in that Act or in this Act shall exempt the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them upon any land so taken.

Period for compulsory purchase of lands.

28. 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.

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Inclinations of roads.

29. In altering for the purposes of this Act the roads next herein-after mentioned the Company may make the same of any inclinations not steeper than the inclinations herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on deposited Plan.	Parish.	Description of Road.	Intended Inclination.
16	Harefield - -	Public - -	1 in 15½
15	Rickmansworth -	Public - -	1 in 30
57	Rickmansworth -	Public - -	1 in 13 on one side and 1 in 20 on the other.

Power to cross certain roads on the level.

30. Subject to the provisions in the Railways Clauses Consolidation Act 1845 and in Part I. (relating to the construction of a railway) of the Railways Clauses Act 1863 contained in reference to the crossing of roads on the level the Company may in the construction of the railway carry the same with a single line only whilst the railway shall consist of a single line and afterwards with a double line only across and on the level of the roads next herein-after mentioned (that is to say) :—

No. on deposited Plan.	Parish.	Description of Road.
15	Rickmansworth - -	Public.
44	Harefield - - -	Public.

Power to take easements &c. by agreement.

31. 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 other than the parties to the agreement 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 rent-charges 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 sell parts only of certain lands and buildings.

32. Whereas in the construction of the railways and works hereby authorised or otherwise in exercise of the powers of this Act it may happen that portions only of the houses or other buildings or manufactories 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 houses or other buildings or manufactories described in the 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 premises 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 parties interested therein by severance or otherwise.

Company empowered or may be required to underpin or otherwise strengthen houses near railways &c.

33. Whereas in order to avoid in the execution and maintenance of the railways and works authorised by this Act injury to the houses and buildings within one hundred feet of the railways and works by this Act authorised it may be necessary to underpin or otherwise strengthen such houses and buildings Therefore the Company at their own costs and charges may and if required by the owners and lessees of any such house or building shall subject as herein-after provided underpin or otherwise strengthen the same and the following provisions shall have effect (that is to say) :—

(1) At least ten days' notice shall unless in case of emergency be given to the owners lessees and occupiers or by the owners and lessees of the house or building so intended or so required to be underpinned or otherwise strengthened :

(2) Every such notice if given by the Company shall be served in manner prescribed by section 19 of the Lands Clauses Consolidation Act 1845 and if given by the owners and lessees of the premises to be underpinned or strengthened shall be sent to the principal office of the Company :

(3) If any owner lessee or occupier of any such house or building or the Company as the case may require shall within seven days after the giving of such notice give a counter-notice in writing that he or they as the case may be disputes the necessity of such underpinning or strengthening the question of the necessity shall be referred to an engineer to be agreed upon or in case of difference to an engineer to be appointed at the instance of either party by the Board of Trade :

(4) Such referee shall forthwith upon the application of either party proceed to inspect such house or building and determine the matter referred to him and in the event of his deciding

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that such underpinning or strengthening is necessary he may and if so required by such owner lessee or occupier shall prescribe the mode in which the same shall be executed and the Company may and shall proceed forthwith so to underpin or strengthen the said house or building:

(5) The cost of the reference shall be in the discretion of the referee:

(6) The Company shall be liable to compensate the owners lessees and occupiers of every such house or building for any inconvenience loss or damage which may result to them by reason of the exercise of the powers granted by this enactment:

(7) If in any case in which any house or building shall have been underpinned or strengthened on the requisition of the Company such underpinning or strengthening shall prove inadequate for the support or protection of the house or building against further injury arising from the execution or use of the works of the Company then and in every such case unless such underpinning or strengthening shall have been done in pursuance of and in the mode prescribed by the referee the Company shall make compensation to the owners lessees and occupiers of such house or building for such injury provided the claim for compensation in respect thereof be made by such owners within twelve months and by such lessees or occupiers within six months from the discovery thereof:

(8) Nothing in this enactment contained nor any dealing with any property in pursuance of this enactment shall relieve the Company from the liability to compensate under the sixty-eighth section of the Lands Clauses Consolidation Act 1845 or under any other Act:

(9) Every case of compensation to be ascertained under this enactment shall be ascertained according to the provisions of the Lands Clauses Acts:

(10) Nothing in this section shall repeal or affect the application of the ninety-second section of the Lands Clauses Consolidation Act 1845.

For the protection of the Great Western Railway Company.

34. For the protection of the Great Western Railway Company (in this section called "the Great Western Company") the following provisions shall have effect (that is to say):—

(1) The Company shall not enter upon or interfere with the railways of the Great Western Company or any of the lands or works of that Company or execute any works whatever under over or affecting the same until the Company shall have delivered to the Great Western Company plans sections and drawings

of such intended works and those plans sections and drawings shall have been approved in writing by the principal engineer for the time being of the Great Western Company or in the event of his failure for twenty-one days after the delivery of the plans sections and drawings to approve the same until the same shall have been approved by an engineer to be appointed on the application of the Company by the Board of Trade and all the intended works shall be executed by the Company at their sole expense in all things according to such approved plans sections and drawings and to the reasonable satisfaction of the said principal engineer and in case of difference of an engineer to be appointed by the Board of Trade:

(2) In constructing Railway No. 1 and the junction of Railway No. 2 respectively by this Act authorised with the Uxbridge Branch of the Great Western Railway through or over the land and property of the Great Western Company the Company shall not deviate from the centre line shown on the deposited plans of the said railways respectively without the previous consent in writing of the Great Western Company under their common seal and notwithstanding anything herein or in the incorporated Acts contained it shall not be lawful for the Company nor any person acting under or in execution of this Act to enter upon occupy or use either permanently or temporarily any of the lands works or property of the Great Western Company or in any manner to alter vary or interfere with the railway of that company or the works of or connected therewith without the consent of the Great Western Company under their common seal save only for the purpose of constructing Railway No. 1 and of effecting the junction of Railway No. 2 by this Act authorised with the said Uxbridge Branch and the Great Western Company may at any time or times hereafter should it be necessary for them to do so at their own expense alter or remove such junction and substitute a new junction therefor and they may also alter Railway No. 1 where on their property but so as such alteration or removal or substituted junction shall not stop the traffic of the said Railway No. 1 or of the said Railway No. 2 as the case may be or unnecessarily interfere therewith or cause increased expense to the Company in the working or maintenance of the said Railway No. 1 or the said junction or the substituted junction as the case may be or the signals works and conveniences connected therewith respectively Any difference which may arise between the Company and the Great Western Company

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touching any matter referred to in this section shall be referred to and determined by an engineer to be appointed on the application of either company by the Board of Trade.

Suspending the construction of Railway No. 2.

35. Whereas Railway No. 2 may only become necessary when the through traffic from and over the railway of the Company shall have developed to such an extent that it can no longer be adequately accommodated by means of the facilities for interchange of traffic provided by Railway No. 1 and it is expedient that the construction of such railway shall be suspended as provided for in this enactment Therefore the construction of Railway No. 2 shall be suspended until an agreement has been entered into between the Company and the Great Western Company under their respective common seals that it shall be constructed or in the event of difference between the Company and the Great Western Company as to the construction of such railway until an arbitrator to be agreed upon between the Company and the Great Western Company or failing agreement an arbitrator to be appointed by the Board of Trade on the application of the companies or either of them shall award that the traffic which would pass over the said railway would justify the making and maintaining of such railway and thereupon Railway No. 2 shall forthwith be made by the Company and thereafter maintained by them.

For the protection of the London and North Western Railway Company.

36. The following provisions for the protection of the London and North Western Railway Company (herein-after referred to as "the North Western Company") shall unless otherwise agreed between the Company and the North Western Company apply and have effect:—

Notwithstanding anything in this Act contained the junction of Railway No. 3 with the Watford and Rickmansworth Branch of the North Western Railway shall be made only at such point and according to such plans as shall be mutually agreed upon between the engineer of the Company and the engineer of the North Western Company respectively or as failing agreement shall be settled by an engineer to be mutually nominated by such respective engineers or in case of difference to be appointed by the President of the Institution of Civil Engineers on the application of the Company or the North Western Company:

The bridge by which Railway No. 3 is to be carried over the River Chess near the North Western Company's Rickmansworth Station shall be constructed in such a position as will allow of the North Western Company at any future time widening the bridge carrying their Watford and Rick-

mansworth Branch over the said river on its southern side by two additional lines of railway:

The Company shall not unless with the consent in writing of the North Western Company under their common seal take use enter upon or interfere with any of the lands railways works or property of the North Western Company except only such part or parts thereof as may be necessary for effecting and maintaining such junction in manner aforesaid and with respect to any such lands or property which the Company may so enter upon take or use the North Western Company shall only be required to sell and grant and the Company may purchase and take an easement or right of using the same.

For the protection of the Uxbridge Urban District Council.

37. The following provisions for the protection of the Uxbridge Urban District Council (herein-after called "the council") shall unless otherwise agreed between the council and the Company apply and have effect (that is to say):—

(1) The bridges for carrying Railway No. 1 over Cowley Road Rockingham Road and the Oxford Road respectively shall each be of one span and shall be constructed of iron girders of lattice type and brick abutments of reasonably ornamental design:

(2) The bridge for carrying Railway No. 1 over the Frays River shall be so constructed as to leave clear spaces of 8 feet and 12 feet from the abutments of the said bridge to the water's edge of the said river on the west and east sides thereof respectively:

(3) In the construction of Railway No. 1 the Company shall erect a bridge with an arch of not less than 10 feet span over the footpath leading from Rockingham Bridge to Waterloo Road:

(4) In the construction of Railway No. 1 the Company shall not block up the entrance to Barnfield Place but shall carry such railway either over or to one side of the same:

(5) The bridge for carrying Railway No. 1 over Oxford Road shall have a clear span throughout of not less than 40 feet:

(6) In the construction of Railways Nos. 1 and 2 the Company shall provide footbridges over or subways under the railways of a width of 6 feet at least for foot passengers only to connect the Whitehall Road with Vine Street and in case the Company shall in the construction of the said railways acquire the land inclosed by the same and the Great Western Railway they shall permit the council to provide a proper and sufficient pathway between such footbridges or subways but so that such pathway

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shall not interfere with the conduct of the Company's business or traffic:

(7) All bridges and arches carrying the railway over any road or footpath within the urban district shall be constructed so as to prevent the dripping of water therefrom on to the road or path beneath:

(8) The Company shall from time to time pay to the council all general district rates leviable by or payable to the council upon the respective assessments of any lands or property shown upon the deposited plans or a proportion of such rates as the case may be from the time when such lands or property respectively are acquired by the Company until the Company's works are completed and assessed to such general district rates and the amount of such rates payable by the Company shall be computed according to the assessments of such lands or other property in force at the time of such acquisition notwithstanding that the buildings thereon or forming part thereof may have been taken down:

(9) In case the Company in the construction of Railway No. 1 shall so block up the existing connexion between Hinton Road and Middleton Road as to leave a passage less than six feet between such roads the Company shall provide a pathway six feet wide parallel to Railway No. 1 at the east end of the said roads to connect such roads and shall before commencing the said railway under the inspection and to the satisfaction of the surveyor of the council take up the council's water main now laid under the present roadway at the east end of the said roads and relay the same under the pathway to be constructed as aforesaid.

For protection of the Roman Catholic Schools at Uxbridge.

38. For the protection of the trustees of the Roman Catholic Schools at Uxbridge Moor in the parish of Hillingdon (herein-after called "the trustees") the following provisions shall have effect (that is to say):—

(1) If the Company shall require to take any part of the school premises Nod. 46 and 47 on the deposited plans in the parish of Hillingdon then they shall take the whole of such premises including the adjoining piece of vacant land intended for the site of an infant school which premises and land are coloured pink on a plan signed in duplicate in reference hereto by the Right Honourable the Earl of Morley Chairman of Committees of the House of Lords one copy of which has been deposited in the Office of the Clerk of the Parliaments:

(2) If the Company take any part of the aforesaid school premises or adjoining vacant land they shall at their own cost provide and convey to the trustees a site of as nearly as may be the same area as the said school premises and adjoining vacant land either abutting upon Rockingham Road or in such other position in the neighbourhood as may be selected by the trustees and reasonably approved by the Company as being equally suited in all respects for the purposes of erecting new schools thereon as the site of the existing schools and adjoining land and the new site so selected shall be submitted by the trustees to the Education Department for approval and if approved shall be accepted by the trustees in lieu of the present site but if not approved by the Education Department another site or sites shall be selected as aforesaid and submitted for approval subject to the like terms and conditions:

(3) The Company shall pay the reasonable costs of and in connexion with reinstating the said schools offices caretaker's house and other buildings fences and accessories on the new site according to plans elevations and specifications to be prepared by the trustees and approved by the Education Department and the said plans elevations and specifications shall as nearly as may be be the same as those of the existing schools and buildings:

(4) The Company shall not give notice to treat for the said school premises before the first day of January one thousand eight hundred and ninety-six and notwithstanding anything contained in this Act or the Acts incorporated herewith the Company shall not be entitled to enter upon any part of the said school premises until after the expiration of nine months from the service of such notice:

(5) Should the Company not require to take any portion of the said school premises nothing in this section contained shall in any way limit or affect the liability of the Company to pay compensation in respect of the injurious affection (if any) of the lands of the trustees under the general law:

(6) In the event of any difference arising between the trustees and the Company touching anything herein-before contained such difference shall be referred to the determination of a single arbitrator to be appointed failing agreement between the parties by the President of the Incorporated Law Society on the application of either party and the costs of such arbitration shall be borne as the arbitrator shall award.

For the protection of roads in

39. The Company shall execute the works by this Act authorised so far as the same affect any main roads in the county of Middlesex

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the county of Middlesex.

as defined by the Highways and Locomotives (Amendment) Act 1878 or any highway in the said county and so far as any such works affect any bridge to be erected in the said county for carrying a highway over the railways or the approaches thereto or any such bridge to be erected for carrying the railway over a highway subject to the following conditions (namely):—

(*a*) The Company shall not commence nor execute any works as aforesaid until they have first delivered to the surveyor of Middlesex county bridges plans drawings and specifications of the works intended to be executed nor until the same plans drawings and specifications shall have been examined and approved of by the said surveyor by writing under his hand Provided always that if the said surveyor shall fail to approve of the works for one month after the plans drawings and specifications thereof shall have been delivered to him then the Company shall not execute nor commence any such works as aforesaid unless and until plans drawings and specifications thereof shall have been examined and approved of by an engineer to be appointed by the Board of Trade on the application of the Company:

(*b*) The Company shall execute all such works as aforesaid at their sole expense and under the superintendence and to the reasonable satisfaction of the said surveyor of Middlesex county bridges whose reasonable charges incident to the approval of the said plans drawings and specifications and to the superintendence of the works shall be paid by the Company and the Company shall at the like expense subsequently maintain the same and all necessary works connected therewith in good substantial condition and to the reasonable satisfaction of the said surveyor.

For the protection of the Grand Junction Canal Company.

40. Notwithstanding anything in this Act contained the following provisions shall unless otherwise agreed between the Company and the Company of Proprietors of the Grand Junction Canal (herein-after called "the canal company") apply for the protection of the canal company (that is to say):—

(1) The Company shall not in the construction or maintenance of any of the works by this Act authorised alter the line or levels of the Grand Junction Canal (herein-after called "the canal") or of the towing-paths thereof or of the Troy Mill Cut (herein-after called "the cut") or the towing-path thereof or of the River Colne or Chess or (except temporarily during the construction or repairs of the bridges or works as herein-after mentioned) contract the present width of the waterway or

towing-paths of the canal and cut or obstruct or impede the navigation thereof or the passage along the towing-paths or interrupt cut off take use or diminish or allow to escape any of the waters of the canal cut and rivers or waters which may be taken for the use of or which supply the said canal or cut or damage or interfere with any of the works of the canal or cut:

(2) The Company shall not construct any part of Railway No. 1 by this Act authorised or any of the works thereof within a distance of 30 feet of any part of the canal or towing-paths thereof except at the crossings herein-after mentioned:

(3) The Company shall not purchase or take any land or property belonging to the canal company but shall only acquire such an easement therein as may be necessary for the purpose of the construction maintenance and use of the said railways by this Act authorised subject to the restrictions herein contained:

(4) The said Railway No. 1 shall be carried across the canal and towing-paths thereof in the parishes of Hillingdon Denham and Harefield respectively by means of bridges of brick stone steel or iron or any of those materials combined and no part of the soffit or underside of the arch or girders of any such bridges shall be less than 10 feet clear above the weir level of the canal at the point of crossing and every such bridge shall be constructed so as to be carried over the entire width of the canal and the towing-paths thereof by a single span in no case less than 60 feet measured at right angles to the face of the abutments of the bridge and such abutments shall be placed in such positions as shall be determined by the engineer of the canal company and the width of every such bridge between the parapets shall not exceed 25 feet:

(5) The said Railway No. 1 shall be carried across the cut in the parish of Rickmansworth by means of a bridge of the materials above mentioned and no part of the soffit or underside of the arch or girders thereof shall be less than 10 feet clear above the top water level of such cut at the point of crossing and such bridge shall be carried over the said cut by a single span so as to leave a clear uniform and uninterrupted opening over the cut and towing-path thereof of not less than the present width of such cut and towing-path:

(6) The Company shall at all times during the construction of the said bridges and works connected therewith and any future repairs thereof keep an uninterrupted navigable width of waterway in the canal and cut of not less than 21 feet with a

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clear width of towing-path of 6 feet and a clear headway above the canal and cut of not less than 10 feet:

(7) The said bridges and all the works connected therewith shall be constructed and for ever after maintained in good and substantial repair by and at the expense of the Company and the said bridges and works and all future repairs thereof shall be constructed and executed according to plans and specifications to be submitted to and to be subject to the reasonable approval of the engineer of the canal company previously to the commencement of the works and shall be carried on and completed under the superintendence and to the reasonable satisfaction of such engineer whose reasonable expenses in connexion with such approval and superintendence shall be paid by the Company In the event of the Company at any time neglecting after due notice from the canal company to maintain or repair the said bridges or works the canal company may repair the same and recover the expenses of so doing from the Company with costs in any court of competent jurisdiction:

(8) If in the construction maintenance or repair of the said bridges or works or by reason or in consequence of any defect failure or want of repair thereof damage to the canal cut or towing-paths or obstruction to the navigation of the canal or cut or the passage along the towing-paths thereof or loss of water from the canal or cut shall be at any time occasioned and the canal company shall give the Company notice thereof the Company shall forthwith restore the canal cut towing-paths and works thereof to the same state and condition as before the happening of such damage and remove such obstruction or prevent such loss of water (as the case may be) under such superintendence and to such reasonable satisfaction as aforesaid and in their default it shall be lawful for the canal company to do the same and to recover the expense of so doing from the Company in the manner aforesaid:

(9) Each of the said bridges and all the works connected therewith shall be completed within the period of twelve months from the commencement thereof and if the same shall not be so completed the Company shall pay to the canal company as and by way of liquidated damages the sum of ten pounds for every day after the expiration of that period until the same shall be completed:

(10) In constructing the railways by this Act authorised across the rivers Colne and Chess the Company shall make and maintain bridges over such rivers of sufficient dimensions to allow of the free and uninterrupted passage of flood water

from the canal and the rivers and in constructing and maintaining the said Railway No. 3 across certain low-lying meadow lands and watercourses numbered upon the deposited plans 79 82 83 86 87 in the parish of Rickmansworth the Company shall make and maintain so many arches or culverts under the said railway of such dimensions as shall be specified and required by the engineer for the time being of the canal company to allow of the free and uninterrupted passage thereunder of such flood waters And in the event of the Company refusing or neglecting to construct and maintain such bridges arches or culverts it shall be lawful for the canal company their agents contractors or workmen to enter upon the lands of the Company and to alter construct or repair such bridges arches or culverts and to recover the expenses incurred thereby from the Company with costs in any court of competent jurisdiction:

(11.) If at any time in the construction maintenance or repair of any of the works by this Act authorised or by reason or in consequence of any defect failure or want of repair thereof the water of the canal or cut shall leak or escape or run to waste from the canal or cut or if the navigation of the canal or cut or the passage along the towing-paths thereof shall be obstructed or interrupted the Company shall after notice thereof given to the Company pay to the canal company as and by way of liquidated damages the sum of twenty shillings for every reasonably estimated one thousand cubic feet of water which shall have so leaked escaped or run to waste and in the same proportion for any greater or less quantity and in a like manner the sum of ten pounds for every hour during which such obstruction or interruption to the canal or cut or towing-paths shall continue after notice thereof or if such obstruction or interruption shall continue for more than seventy-two consecutive hours after such notice or shall be caused by any wilful act neglect or omission of the Company or their agents contractors servants or workmen then the sum of twenty pounds for every hour during which such obstruction or interruption shall so continue but nothing herein contained shall prevent the canal company from recovering from the Company beyond the amount of such liquidated damages any special damages that may be sustained by them or which they may be liable to pay to any person including any damages and expenses in consequence of any flooding of any lands or other property or any other injury caused by the impediment or obstruction to

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the flow or escape of the flood waters as aforesaid and the canal company may sue for and recover such liquidated and special damages with costs in any court of competent jurisdiction:

(12) If any difference shall arise between the Company and the canal company as to any plans and specifications or mode of executing any works under this section the same shall be determined by an engineer to be agreed upon or failing agreement to be appointed by the Board of Trade on the application of either party.

Restrictions on displacing persons of labouring class.

41.—(1) The Company shall not under the powers of this Act purchase or acquire in any city borough or other urban district or any parish or part of a parish not being within an urban district ten or more houses which on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers or which have been or shall be subsequently so occupied unless and until the Company—

(A) Shall have obtained the approval of the Local Government Board to a scheme for providing new dwellings for such number of persons as were residing in such houses on the fifteenth day of December last or for such number of persons as the Local Government Board shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case; and

(B) Shall have given security to the satisfaction of the Local Government Board for the carrying out of the scheme.

(2) The approval of the Local Government Board to any scheme under this section may be given either absolutely or conditionally and after the Local Government Board have approved of any such scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced:

Provided that the Local Government Board may dispense with the last-mentioned requirement subject to such conditions (if any) as they may see fit.

(4) Any provisions of any scheme under this section or any conditions subject to which the Local Government Board may have approved of any scheme or of any modifications of any scheme or subject to which they may have dispensed with the above mentioned requirement shall be enforceable by a writ of mandamus to be obtained by the Local Government Board out of the High Court.

(5) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the Local Government Board by action in the High Court and shall be carried to and form part of the Consolidated Fund of the United Kingdom :

Provided that the Court may if it think fit reduce such penalty.

(6) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be incorporated with this Act and shall apply to the purchase of lands by the Company for the purposes of any scheme under this section in the same manner in all respects as if the Company were a local authority within the meaning of the Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7) The Company may on any lands belonging to them or purchased or acquired under this section or any provisional order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general purposes of their undertaking :

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for a period of twenty-five years from the date of the scheme be appropriated for the purpose of such dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment :

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Provided also that the Local Government Board may at any time dispense with all or any of the requirements of this subsection subject to such conditions (if any) as they may see fit.

(8) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the Company for the purpose of any scheme under this section.

(9) The Local Government Board may direct any inquiries to be held by their inspectors which they may deem necessary in relation to any scheme under this section and for giving effect to any of the provisions of this section and the inspectors of the Local Government Board shall for the purposes of any such inquiry have all such powers as they have for the purposes of inquiries directed by that Board under the Public Health Act 1875.

(10) The Company shall pay to the Local Government Board a sum to be fixed by that Board in respect of the preparation and issue of any provisional order in pursuance of this section and any expenses incurred by that Board in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that Board not exceeding three guineas a day for the services of such inspector.

(11) Any houses on any of the lands shown on the deposited plans occupied or which may have been occupied by persons of the labouring class within five years before the passing of this Act which have been acquired by or on behalf of the Company and for which houses no substitutes have been or are directed to be provided by any scheme approved by the Local Government Board shall for the purposes of this section be deemed to have been acquired under the powers of this Act and to have been occupied on the fifteenth day of December last by the same number of persons belonging to the labouring class as were occupying the said houses at the date of their acquisition Provided that if the Local Government Board is unable to ascertain the number of such persons who were then occupying the said houses the said houses shall be deemed to have been occupied by such number of such persons as in the opinion of the Local Government Board they might have been sufficient to accommodate.

(12) 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 shillings a week and the families of any of such persons who may be residing with them.

Deposit not to be repaid except so far as railway is opened.

42. Whereas pursuant to the standing orders of both Houses of Parliament and to the Parliamentary Deposits Act 1846 a sum of nine thousand two hundred and thirteen pounds thirteen shillings and eleven pence two and three quarters per centum Consolidated Stock being five per centum upon the amount of the estimate in respect of the railway has been transferred to the Paymaster General for and on behalf of the Supreme Court in respect of the application to Parliament for this Act (which sum is referred to in this Act as "the deposit fund") Be it enacted that notwithstanding anything contained in the said Act the said deposit fund shall not be paid or transferred to or on the application of the person or persons or the majority of the persons named in the warrant or order issued in pursuance of the said Act or the survivors or survivor of them (which persons survivors or survivor are or is in this Act referred to as "the depositors") unless the Company shall previously to the expiration of the period limited by this Act for the completion of the railway open the railway for the public conveyance of passengers and if the Company shall make default in so opening the railway the deposit fund shall be applicable and shall be applied as provided by the next following section Provided that if within such period as aforesaid the Company open any portion of the railway for the public conveyance of passengers then on the production of a certificate of the Board of Trade specifying the length of the portion of the railway opened as aforesaid and the portion of the deposit fund which bears to the whole of the deposit fund the same proportion as the length of the railway so opened bears to the entire length of the railway the High Court shall on the application of the depositors order the portion of the deposit fund specified in the certificate to be paid or transferred to them or as they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of this Act having passed anything in the above-mentioned Act to the contrary notwithstanding.

Application of deposit.

43. If the Company do not previously to the expiration of the period limited for the completion of the railway complete the same and open it for the public conveyance of passengers the deposit fund or so much thereof as shall not have been paid to the depositors

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shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has 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 compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit and if no such compensation is payable or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the deposit fund 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 undertaking 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 depositors Provided that until the deposit fund has been retransferred to the depositors or has become otherwise applicable as herein-before mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

Period for completion of works.

44. 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.

Tolls.

45. The Company may demand and take in respect of the use of the railway by any other company or person with engines and carriages such reasonable tolls as they think fit.

Maximum rates for conveyance of passengers.

46. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railway including every expense incidental to such conveyance shall not exceed the following (that is to say) :—

For every passenger conveyed in a first class carriage the sum of threepence per mile;

For every passenger conveyed in a second class carriage the sum of twopence per mile;

For every passenger conveyed in a third class carriage the sum of one penny per mile.

Passengers luggage.

47. Every passenger travelling upon the railway may take with him his personal luggage not exceeding one hundred and twenty pounds in weight for first class passengers one hundred pounds in weight for second class passengers and sixty pounds in weight for third class passengers without any charge being made for the carriage thereof.

Foregoing charges not to apply to special trains.

48. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railway in respect of which the Company may make such charges as they think fit but shall apply only to the ordinary and express trains appointed from time to time by the Company for the conveyance of passengers upon the railway.

Charges for small parcels.

49. With respect to small parcels not exceeding five hundred pounds in weight conveyed on the railway by passenger train other than perishable merchandise exceeding fifty-six pounds in weight notwithstanding anything in this Act the Company may demand and take any charges not exceeding the following (that is to say):—

For any parcel not exceeding seven pounds in weight three pence;

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight fivepence;

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight sevenpence;

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight ninepence;

For any parcel exceeding fifty-six pounds in weight such sum as the Company think fit:

Provided always that articles sent in large aggregate quantities although made up in separate parcels such as bags of sugar coffee meal and the like shall not be deemed small parcels but that term shall apply only to single parcels in separate packages.

Tolls for merchandise.

50. The classification of merchandise traffic and the schedule of maximum rates and charges applicable thereto (including perishable merchandise by passenger train) and the regulations and provisions contained in the schedule to the London and North Western Railway Company (Rates and Charges) Order 1891 (which order is scheduled to and confirmed by the London and North Western Railway Company (Rates and Charges) Order Confirmation Act 1891) shall be applicable and apply to the Company as if it were one of the railway companies named in the schedule to the said order Provided that in respect of the conveyance of a consignment of perishable merchandise not exceeding fifty-six pounds in weight by

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passenger train the Company shall not be entitled to charge a higher rate than the maximum rate which they are authorised to charge for the conveyance of parcels of the same weight.

Power to use Uxbridge Station.

51. The Company may run into and use with their engines carriages and waggons officers and servants whether in charge of engines and trains or for any other purpose whatsoever and for the purposes of their traffic of every description—

The Uxbridge station of the Great Western Railway Company when reconstructed as herein-after mentioned prior to the opening of Railway No. 1 from Uxbridge to the termination thereof for public traffic;

together with all roads platforms points signals water engine sheds standing room for engines booking and other offices warehouses sidings junctions machinery works and conveniences of or connected with the said station and as regards traffic conveyed by them the Company may demand and take the same rates and charges upon and in respect of the said station as are now authorized to be taken upon and in respect of such station.

The Great Western Company on receiving twelve months previous notice in writing of the intended date of the opening for passenger traffic of the said Railway No. 1 shall reconstruct their Uxbridge passenger station in order to provide for the use thereof by the Company as aforesaid but such notice shall not be given until a sum being not less than one half of the estimated expense of the said Railway No. 1 shall have been expended in the construction of that railway.

Terms of such user.

52. The terms conditions and regulations to be observed and fulfilled and the tolls charges rent or other consideration to be paid by the Company for and in respect of running into and using such station works and conveniences shall be such as are from time to time agreed upon between them and the Great Western Railway Company or failing such agreement as may from time to time be determined by an arbitrator to be appointed by the Board of Trade on the application of the Company or the Great Western Railway Company and the arbitrator shall have regard to the costs incurred by the Great Western Railway Company in the reconstruction and alteration of their said station and the works and conveniences connected therewith for the purposes of such user and the costs of the arbitration shall be in his discretion and the decision of such arbitrator shall be final and binding on all parties.

Byelaws to be observed.

53. The Company in running into and using the said station in accordance with the provisions herein-before mentioned shall at all times observe the regulations and byelaws for the time being in

force in the said station so far as such byelaws shall be applicable to them.

Power to enter into traffic arrangements.

54. The Company on the one hand and the Great Western Railway Company and the London and North Western Railway Company (herein-after called "the two companies") or either of those companies on the other hand may subject to the provisions of Part III. of the Railways Clauses Act 1863 as amended or varied by the Railway and Canal Traffic Acts 1873 and 1888 from time to time enter into carry into effect and rescind agreements with respect to the following purposes or any of them (that is to say):—

The working use management and maintenance by the two companies or either of them of the railway and works of the Company or any part or parts thereof respectively;

The management regulation interchange collection transmission and delivery of traffic upon or coming from or destined for the railways of the contracting companies or any or either of them;

The supply and maintenance under any agreement for the railway of the Company being worked and used by the two companies or either of them of engines stock and plant necessary for the purposes of any such agreement;

The fixing collection payment appropriation apportionment and distribution of the tolls rates income and profits arising from the respective railways and works of the contracting companies or any or either of them or any part thereof;

The employment of officers and servants; and

The appointment of joint committees for the purposes of any such agreements.

Tolls on traffic conveyed partly on the railway and partly on other railways.

55. During the continuance of any working agreement to be entered into under the provisions of this Act the railways of the Company and of any other company with whom such agreement shall have been entered into shall for the purposes of short distance rates and charges be considered as one railway and in estimating the amount of rates and charges in respect of passenger traffic conveyed partly on the railway of the Company and partly on the railways of any other company for a less distance than three miles rates and charges may only be charged as for three miles and for every mile or fraction of a mile beyond three miles rates and charges as for one mile only and in estimating the amount of rates and charges in respect of merchandise traffic conveyed partly on the railway of the Company and partly on any other railway the Company shall be deemed to be a company connected with the London and North Western Railway

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Company and specified in the appendix to the schedule of the order confirmed by the London and North Western Railway Company (Rates and Charges) Order Confirmation Act 1891.

Saving for Postmaster General.

56. Nothing in any agreement made under the authority of this Act shall affect the rights of Her Majesty's Postmaster-General under the Telegraph Act 1878 to place and maintain telegraphic lines in under upon along over or across the railways and works comprised in the undertaking of the Company and from time to time to alter such telegraphic lines and to enter upon the lands and works comprised in such undertaking for the purposes in the Telegraph Act 1878 specified and the Postmaster-General shall after the making of any such agreement be at liberty to exercise all the rights aforesaid notwithstanding that the undertaking of the Company or any part thereof is worked by the two companies or either of them as freely and fully in all respects as he was entitled to do before the making of any such agreement.

Power to pay interest out of capital during construction.

57. Notwithstanding anything in this Act or any Act or Acts incorporated therewith contained it shall be lawful for the Company out of any money by this Act authorised to be raised to pay interest at such rate not exceeding three pounds per centum per annum as the directors may determine to any shareholder on the amount from time to time paid up on the shares held by him from the respective times of such payments until the expiration of the time limited by this Act for the completion of the works by this Act authorised or such less period as the directors may determine but subject always to the conditions herein-after stated (that is to say):—

(A) No such interest shall begin to accrue until the Company shall have obtained a certificate from the Board of Trade that two thirds at least of the share capital authorised by this Act in respect of which such interest may be paid has been actually issued and accepted and is held by shareholders who or whose executors administrators or assigns are legally liable for the same:

(B) No such interest shall accrue in favour of any shareholder for any time during which any call on any of his shares is in arrear:

(C) The aggregate amount to be so paid for interest shall not exceed twenty thousand pounds and the amount so paid shall not be deemed share capital in respect of which the borrowing powers of the Company may be exercised but such borrowing powers shall be reduced to the extent of one third of the amount paid for interest as aforesaid:

(d) Notice that the Company has power so to pay interest out of capital shall be given in every prospectus advertisement or other document of the Company inviting subscriptions for shares and in every certificate of shares:

(e) The half-yearly accounts of the Company shall show the amount of capital on which and the rate at which interest has been paid in pursuance of this section:

Save as herein-before set forth no interest or dividend shall be paid out of any share or loan capital which the Company are by this or any other Act authorised to raise to any shareholder on the amount of the calls made in respect of the shares held by him but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act 1845.

Deposits for future Bills not to be paid out of capital.

58. The Company shall not out of any money by this Act authorised to be raised pay or deposit any sum which by any standing order of either House of Parliament now or hereafter in force may be required to be deposited in respect to any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Provision as to general Railway Acts.

59. Nothing in this Act contained shall exempt the Company or any other company named in this Act or the railway of any company from the provisions of any general Act relating to railways or 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 or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels.

Costs of Act.

60. 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.

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The SCHEDULE referred to in the foregoing Act.

DESCRIBING HOUSES OR OTHER BUILDINGS OR MANUFACTORIES PARTS ONLY OF WHICH MAY BE TAKEN.

Parish.	No. on Deposited Plan.
RAILWAY No. 1.	
Denham - - - - -	6A. 10.
Harefield - - - - -	22.
Rickmansworth - - - -	12.
RAILWAY No. 3.	
Rickmansworth - - - -	96.

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