



CHAPTER cxxxi.

An Act to confer further powers upon the Metropolitan Railway Company in relation to their own undertaking and upon that Company and the Harrow and Uxbridge Railway Company in relation to the Harrow and Uxbridge Railway to revive and extend the powers for the purchase of land and the completion of certain authorised railways and works by the Two Companies and for other purposes.

A.D. 1901.

[26th July 1901.]

WHEREAS by the Metropolitan Railway Act 1896 (in this Act called "the Act of 1896") the Metropolitan Railway Company (in this Act called "the Company") were authorised to widen portions of their railway in and near London and to re-construct and re-arrange the joint station at Aylesbury and to exercise the other powers conferred upon them by the Act of 1896 :

And whereas by the Metropolitan Railway Act 1898 (in this Act called "the Act of 1898") the Company were authorised to alter the levels of a portion of their railway and provide for the better ventilating of their railway and working the same by electricity :

And whereas by the Harrow and Uxbridge Railway Act 1897 (in this Act called "the Act of 1897") the Harrow and Uxbridge Railway Company (in this Act called "the Harrow Company") were incorporated and authorised to make a railway from the Ealing and South Harrow Railway in the parish of Harrow-on-the-Hill to Uxbridge in the county of Middlesex :

And whereas by the Harrow and Uxbridge Railway Act 1899 (in this Act called "the Act of 1899") the Harrow Company were authorised to extend their said railway and connect it with the Metropolitan Railway and by an agreement between the Company and the Harrow Company which is scheduled to and

A.D. 1901. confirmed by the Act of 1899 the Company agreed to pay interest on the cost of the Harrow Company's railway when constructed and the option was given them to take a transfer of the Harrow Company's undertaking at any time if authorised by Parliament on the basis of the stipulations in the said agreement :

And whereas it is expedient that the Company and the Harrow Company should respectively be authorised to acquire the land and construct the works and alterations of works in this Act mentioned :

And whereas plans and sections showing the lines and levels of the deviation railway and other works and sections showing the alterations of levels by this Act respectively authorised the plans also showing the lands which may be taken for the purposes or under the powers of this Act with a book of reference to the plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands were duly deposited with the clerk of the peace for the county of Middlesex and those plans sections and book of reference are in this Act referred to as the deposited plans sections and book of reference :

And whereas it is expedient that the powers respectively conferred on the Company and the Harrow Company by the Acts of 1896 and 1897 for the compulsory purchase of land should be revived and extended and that the powers conferred respectively on the same companies by the Acts of 1898 and 1899 should also be extended and that the time for constructing and completing the railways and works authorised by the said Acts as varied by this Act should also be extended :

And whereas it is expedient to abandon the portion of railway for which the deviation authorised by this Act is to be substituted :

And whereas it is expedient that some of the existing Acts relating to the Company should be amended as herein-after provided :

And whereas it is expedient that the Company and the Harrow Company respectively should be empowered to apply their funds to the purposes of this Act and that the Company should be authorised to contribute funds and subscribe for shares in and towards the undertaking and capital of the Harrow Company and to raise additional capital for that purpose :

And whereas it is expedient that the other powers mentioned in this Act should be conferred upon the Company and the Harrow Company respectively or jointly :

And whereas the objects of this Act cannot be attained without the authority of Parliament : A.D. 1901.

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 (that is to say) :—

1. This Act may be cited for all purposes as the Short title. Metropolitan Railway Act 1901.

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) :— Incorporation of general Acts.

The Lands Clauses Acts :

The Railways Clauses Consolidation Act 1845 :

Part I. (relating to construction of a railway) and Part II. (relating to extension of time) of the Railways Clauses Act 1863 :

The provisions of the Companies Clauses Consolidation Act 1845 with respect to the following matters namely :—

The distribution of the capital of the Company into shares ;

The transfer or transmission of shares ;

The payment of subscriptions and the means of enforcing the payment of calls ;

The forfeiture of shares for non-payment of calls ;

The remedies of creditors of the Company against the shareholders ;

The borrowing of money by the Company on mortgage or bond ;

The conversion of the borrowed money into capital ;

The consolidation of the shares into stock ;

The powers of the directors and the powers of the Company to be exercised only in general meeting ;

The making of dividends ;

The giving of notices ; and

The provision to be made for affording access to the special Act by all parties interested :

And Part I. (relating to cancellation and surrender of shares)

Part II. (relating to additional capital) and Part III. (relating to debenture stock) of the Companies Clauses Act 1863 as amended by any subsequent Act.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated Interpretation.

A.D. 1901. herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction :

The expression "the Two Companies" means the Company and the Harrow Company or whichever of those Companies exercises the powers by this Act conferred on the Two Companies;

The expressions "parish clerks" and "clerks of the several parishes" in sections 7 8 and 9 of the Railways Clauses Consolidation Act 1845 shall mean the clerk or in the absence of a clerk the chairman of the parish council and where there is no parish council they shall mean the clerk to the council of the urban or rural district within which such parish is included.

Power to
make devia-
tion railway
and works
and alter
authorised
railways.

4. Subject to the provisions of this Act the Two Companies may in the lines shown on the deposited plans and according to the levels shown on the deposited sections relating thereto make and maintain the deviation railway and works herein-after described and also the alterations herein-after described of the levels of portions of their previously authorised railway with all proper junctions sidings stations bridges approaches works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited book of reference as may be required for those purposes.

Description
of railway
and works.

5. The deviation railway and works and alterations of levels herein-before referred to and authorised by this Act will be situate in the county of Middlesex and are—

- (1) A deviation railway 1 mile 6 furlongs 7 chains in length commencing in the parish of Ickenham by a junction with the Railway (No. 1) authorised by the Act of 1897 at a point on the fence dividing fields numbered 136 and 130 on the 25-inch Ordnance map (1896 second edition) distant 4 miles 4 furlongs and 2.60 chains from the commencement of the said authorised Railway No. 1 as marked and measured on the plans of that railway deposited with the clerk of the peace for the county of Middlesex in the month of November 1896 and terminating in the parish of Hillingdon West in the urban district of Uxbridge on the south side of Belmont Road in the field numbered 20 on the said Ordnance map :

(2) An alteration (No. 1) of the levels of a portion of the Railway (No. 1) authorised by the Act of 1897 such alteration commencing in the parish of Ruislip in the rural district of Uxbridge at a point on the centre line of that authorised railway marked on the plans thereof deposited as aforesaid 2 miles and 2 furlongs or thereabouts from the commencement thereof and terminating in the parish of Ickenham in the rural district of Uxbridge at the point marked and measured on the said centre line 4 miles 4 furlongs 2·60 chains or thereabouts from the commencement of the said authorised railway :

A.D. 1901.

(3) An alteration (No. 2) of the levels of the whole of Railway No. 1 authorised by the Act of 1899 as shown on the plans thereof deposited with the clerk of the peace for the county of Middlesex in November 1898 as commencing in the parish of Pinner in the rural district of Hendon and terminating in the parish and urban district of Harrow-on-the-Hill :

(4) The substitution of a viaduct for the solid embankment shown on the deposited sections of the said Railway (No. 1) authorised by the Act of 1897 in the parish and urban district of Harrow-on-the-Hill from the commencement of that authorised railway to a point thereon 4 furlongs 5 chains as marked and measured on the said sections the length of the viaduct so to be substituted being 990 yards or thereabouts :

(5) A new road in substitution for so much of the road leading from Long Lane to Long Lane Farm and Manor Farm as lies between its junction with the public road known as Long Lane (leading from Ickenham to Uxbridge) at a point 8 yards or thereabouts measuring in a southerly direction along the eastern boundary fence of the said road and a point 169 yards or thereabouts measured in an easterly direction along the northern boundary fence of the said road from its junction with Long Lane (and to stop up and discontinue all rights of way and other rights over so much of the said road as lies between its junction with Long Lane and the termination of the new road before described).

6. The Two Companies may divert the public highways referred to in the next following table in the manner shown upon the deposited plans and when and as in each case the new portion of any road or highway is made to the satisfaction of two justices and is open for public use may stop up and cause to be discontinued as a road or highway so much of the existing road

Power to
divert roads
as shown on
deposited
plans.