

In Parliament.—Session 1887.

Latimer Road and Acton Railway.

(Revival of Powers and Extension of Time for Compulsory Purchase of Lands and Completion of Works; Construction of New Railways; Power to stop up Roads; Compulsory Purchase of Land, &c.; Tolls and Charges; Increase of Number of Directors; Cancellation of Borrowing Powers; Change of Name; Additional Capital and Money Powers; Payment of Interest out of Capital; Special Powers to Limited Owners; Alteration, Amendment, Revision, or Repeal of Agreements, Working and other Agreements, with Powers of Construction; Subscription Guarantee, Raising and Application of Funds and other Powers to the Metropolitan District Railway Company; Running Powers over the Metropolitan District Railway; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Latimer-road and Acton Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

To revive and extend the period limited by the Latimer-road and Acton Railway Act, 1882, as amended by the Latimer-road and Acton Railway Act, 1885, for the compulsory purchase of lands and houses, and to extend the period by the said Acts limited for the completion of the railway by that Act authorised.

To enable the Company to make and maintain the railways and works hereinafter mentioned, or some part or parts thereof, with all necessary and convenient covered ways, rails, sidings, junctions, turntables, stations, approaches, roads, yards, walls, and other works, buildings, and conveniences connected therewith (that is to say):—

A Railway, No. 1, commencing in the parish of Ealing, in the county of Middlesex, by a junction with the Ealing Extension of the Metropolitan District Railway at a point on that railway 100 yards or thereabouts measured in a north-westerly direction along that railway from the north-western end of the eastern platform of the Mill Hill Park station, and terminating in the parish of Acton in the said county in a field numbered 247 on the Ordnance Survey map for that parish to the scale of 25·344 inches to a statute mile at a point in the said field 20 yards or thereabouts measured in a north-easterly direction from the south-west corner of that field.

A Railway, No. 2, commencing in the said parish of Ealing by a junction with the Hounslow and Metropolitan Railway at or near the point where that railway is crossed by the road or lane leading from Gunnersbury Park to Ealing Common, and terminating in the said parish of Acton at the termination of Railway No. 1 above described.

A Railway, No. 3, commencing in the said parish of Ealing by a junction with the Ealing Extension of the Metropolitan District Railway at a point on that railway 800 yards or thereabouts measured along that railway in a north-westerly direction from the north-west end of the eastern platform of Mill Hill Park Station, and terminating in the said parish of Acton at the termination of Railway No. 1 above described.

A Railway, No. 4, wholly in the parish of Acton, commencing at the termination of Railway No. 3, above described, and terminating by a junction with the authorised line of the Latimer-road and Acton Railway in a field

numbered 221 on the said Ordnance Survey map at a point 70 yards or thereabouts measured in a south-easterly direction from the north-western corner of the said field.

A Railway, No. 5, commencing in the parish of Hammersmith, in the county of Middlesex, by a junction with the authorised line of the Latimer-road and Acton Railway at a point 520 yards or thereabouts measured in a due westerly direction from a point in the western boundary of Wood-lane 50 yards north of the crossing of the Hammersmith and City Railway over that lane, and terminating in the parish of St. Mary Abbots, Kensington, in the said county of Middlesex, by a junction with the line of the Metropolitan District Railway leading from Earl's Court Station to the Addison-road Station at a point upon that railway 40 yards or thereabouts measured along that railway in a north-westerly direction from the junction therewith of the Hammersmith Extension of the Metropolitan District Railway.

Which said intended railways will pass in, from, through, or into the following parishes, or extra-parochial places, or some of them (that is to say):—

Ealing, Acton, Hammersmith, Fulham, and St. Mary Abbots, Kensington, all in the county of Middlesex.

And it is intended by the Bill to take for or in connection with the proposed railways and works or other the purposes of the Bill certain lands, being, or reputed to be, common or commonable lands, of which the following are particulars, and the estimated quantities included within the limits of deviation shown upon the plans hereinafter mentioned, that the estimated quantities proposed to be taken (that is to say):—

Railways and Works for which the land will be taken.	Names by which the lands are known.	Parish or place in which the lands are situate.	Estimated quantities within limits of deviation.	
			A. R. P.	A. R. P.
Railway No. 5.	Shepherds Bush Common.	Hammer-smith.	0 3 8	0 0 20

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, dykes, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works, or of any of them, or of the Bill.

To authorise the making and maintaining of shafts or openings from the surface of any road, land, street, or square, to any portion of the proposed railways constructed under the surface thereof, subject to such provisions and limitations as may be mentioned in the Bill.

To authorise deviations from the lines or situations of the works within the limits of lateral deviations to be shown on the plans hereinafter mentioned, and vertical deviations from the levels of any works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered