



## CHAPTER xc.

An Act to empower the London Passenger Transport Board to provide certain services of trolley vehicles to construct new works to acquire lands to extend the time for the compulsory purchase of certain lands and the completion of certain works to confer further powers on the Board and for other purposes. A.D. 1937.  
[20th July 1937.]

**W**HEREAS by the London Passenger Transport Act 1933 (in this Act called "the Act of 1933") the London Passenger Transport Board (in this Act called "the Board") were established: 23 & 24  
Geo. 5. c. 14.

And whereas it is the duty of the Board (inter alia) so to exercise their powers under the Act of 1933 as to secure the provision of an adequate and properly co-ordinated system of passenger transport for the London Passenger Transport Area and for that purpose to take from time to time such steps as they consider necessary for extending and improving the facilities for passenger transport in that area in such manner as to provide most efficiently and conveniently for the needs thereof:

And whereas the Board are the owners of an extensive system of tramways light railways and trolley vehicles in the counties of London Middlesex Surrey

A.D. 1937. Essex Hertford and Kent within the London Passenger Transport Area :

And whereas it is expedient that the Board should be authorised to run trolley vehicles upon the routes described in this Act along certain streets and roads in which certain of their tramways and light railways are laid and along certain other streets and roads and that the provisions contained in this Act with respect thereto should be enacted :

And whereas it is expedient that the Board should be authorised to make the new works described in this Act :

And whereas it is expedient that the Board should be authorised to acquire and use lands for the purposes of the said new works and for the other purposes of their undertaking :

And whereas it is expedient that the periods now limited for the compulsory purchase or taking of certain lands and the completion of certain works by the Board should be extended as provided by this Act :

And whereas it is expedient that the other powers contained in this Act should be conferred on the Board :

And whereas it is expedient that the other provisions contained in this Act should be enacted :

And whereas plans showing the lands which may be taken or used compulsorily for the purposes or under the powers of this Act such plans showing the lines of the said new works and sections showing the levels of such works with a book of reference to such 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 respective clerks of the county councils of the administrative counties of London Middlesex Hertford and Buckingham and such plans sections and book of reference are respectively referred to in this Act as the deposited plans sections and book of reference :

And whereas the objects of this Act cannot be attained without the authority of Parliament :

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

A.D: 1937.

## PART I.

### PRELIMINARY.

1.—(1) This Act may be cited as the London Passenger Transport Act 1937. Short and collective titles.

(2) The London Passenger Transport Acts 1933 to 1936 and this Act may be cited together as the London Passenger Transport Acts 1933 to 1937.

2. This Act is divided into Parts as follows:—

Division of Act into Parts.

- Part I.—Preliminary.
- Part II.—Trolley vehicles.
- Part III.—Works.
- Part IV.—Lands &c.
- Part V.—Extension of time.
- Part VI.—Fares rates and charges.
- Part VII.—Protective provisions.
- Part VIII.—Miscellaneous provisions.

Provided always that save as in this Act specially provided the division of this Act into Parts shall not nor shall anything in the titles to such Parts affect the construction of this Act.

3. The following Acts and parts of Acts so far as the same are applicable to the purposes of this Act are (except where varied by this Act or inconsistent with the London Passenger Transport Acts 1933 to 1937) incorporated with and form part of this Act and for the purposes of such incorporated enactments this Act shall be deemed to be the special Act within the meaning of the said enactments (that is to say):—

Incorporation of general Acts.

The Lands Clauses Acts except sections 127 to 133 (inclusive) of the Lands Clauses Consolidation Act 1845;

8 & 9 Vict.  
c. 18.

The Railways Clauses Consolidation Act 1845;

8 & 9 Vict.  
c. 20.

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Provided that—

- (1) The expressions “parish clerks” and “clerks of the several parishes” in sections 7 8 and 9 of the Railways Clauses Consolidation Act 1845 shall as regards the county of London mean the town clerks of the metropolitan boroughs :
- (2) The provisions of sections 18 to 23 (inclusive) of the Railways Clauses Consolidation Act 1845 shall for the purposes of this Act extend and apply to the water and gas mains pipes and apparatus of any local authority and shall be construed as if “local authority” were mentioned in those sections in addition to “company or society” And that any penalties recovered under the said section 23 shall be appropriated to that fund of the local authority to which their revenues in respect of water or gas (as the case may be) are appropriated ;

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

26 & 27 Vict.  
c. 92.

Provided that—

The expression “the railway” where used in the incorporated provisions of the Railways Clauses Consolidation Act 1845 and the Railways Clauses Act 1863 shall mean the new works and the expression “the company” where used in the said provisions shall mean the Board.

Interpreta-  
tion.

4. In this Act unless there be something in the subject or context repugnant to such construction—

The several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have (save as is otherwise expressly provided in this Act) the same respective meanings ;

“The Board” means the London Passenger Transport Board ;

- “The Act of 1933” means the London Passenger Transport Act 1933; 23 & 24 Geo. 5. c. 14.
- “The Act of 1934” means the London Passenger Transport Act 1934; 24 & 25 Geo. 5. c. xcvi.
- “The Act of 1935” means the London Passenger Transport Act 1935; 25 & 26 Geo. 5. c. cx.
- “The Act of 1936” means the London Passenger Transport Act 1936; 26 Geo. 5. & 1 Edw. 8. c. cxxxi.
- “Trolley vehicle” means a mechanically propelled vehicle adapted for use without rails upon roads and moved by electrical power transmitted thereto from some external source;
- “The trolley vehicles” means the trolley vehicles authorised by this Act to be provided worked and run by the Board;
- “The trolley vehicle routes” means the routes on which the Board are by this Act authorised to work and run trolley vehicles;
- “New route” means a new route described in paragraph (B) of the section of this Act of which the marginal note is “Power to use trolley vehicles”;
- “Trolley vehicle apparatus” means posts poles standards brackets conductors tubes transformers mains cables feeders wires and other necessary or convenient apparatus and equipment for the purpose of working or lighting the trolley vehicles or for the purpose of telephonic communication in connection therewith or for the purpose of connecting such apparatus or equipment with any depot or lands of the Board or any generating station or substation;
- “Tramway” includes light railway;
- “Road authority” means with reference to any street or road or part of a street or road the authority company or person exercising the functions of maintenance and repair of such

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street or road or part of a street or road except in the case of a street or road or part of a street or road with respect to which such functions have been delegated by a county council in which case "road authority" means that county council;

"The Minister" means the Minister of Transport;

"The deposited plans" "the deposited sections" and "the deposited book of reference" mean respectively the plans sections and book of reference deposited with the respective clerks of the county councils of the administrative counties of London Middlesex Hertford and Buckingham in relation to the Bill for this Act;

"The limits of deviation" means the limits of deviation shown upon the deposited plans;

"The new works" means the works described in the section of this Act of which the marginal note is "Description of new works";

"The subways" means Works Nos. 3 4 4A 6 7 8 and 8A authorised by this Act;

"The works" means the works authorised by Part III (Works) of this Act;

"The undertaking" means the undertaking of the Board as for the time being authorised;

"The Lands Clauses Acts" means the Lands Clauses Acts as modified by the Acquisition of Land (Assessment of Compensation) Act 1919;

9 & 10  
Geo. 5. c. 57.

52 & 53 Vict.  
c. 49.  
24 & 25  
Geo. 5. c. 14.

"The Arbitration Acts" means the Arbitration Act 1889 and the Arbitration Act 1934 or any statutory modification or re-enactment thereof respectively for the time being in force;

"Enactment" includes any public general local or private Act and any Order having the force of an Act;

“The tribunal” means the arbitrator or other authority to whom any question of disputed purchase money or compensation under this Act is referred in pursuance of the Acquisition of Land (Assessment of Compensation) Act 1919;

“The corporation of London” means the mayor and commonalty and citizens of the city of London acting by the mayor aldermen and commons of that city in common council assembled;

“The Metropolitan Railway” means the railway which was immediately before the first day of July nineteen hundred and thirty-three the railway of the Metropolitan Railway Company;

“Amalgamated railway companies” has the meaning assigned to that expression in the Act of 1933;

“Railway company” includes—

- (1) the several amalgamated railway companies;
- (2) any joint committee incorporated or constituted by Act of Parliament on which any of the amalgamated railway companies is represented;
- (3) in respect of any undertaking jointly owned or held on lease by any two or more of the amalgamated railway companies such companies; and
- (4) in respect of any undertaking owned or held on lease by any one or more of the amalgamated railway companies jointly with the Board such company or companies and the Board;

“Telegraphic line” has the same meaning as in the Telegraph Act 1878;

41 & 42 Vict.  
c. 76.

“The chief officer of police” means in relation to the city of London the Commissioner of Police of the City of London and in relation to the metropolitan police district the Commissioner of Police of the Metropolis.

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PART II.

TROLLEY VEHICLES.

Power to use trolley vehicles.

5. The Board may subject to the provisions of this Act provide maintain and equip trolley vehicles and work and run the same—

(A) Along the following routes being routes of certain of the existing tramways of the Board:—

In the administrative counties of London and Middlesex—

In the metropolitan boroughs of Islington and St. Pancras and the borough of Hornsey—

Route No. 1 Commencing in Highgate Hill by a junction with Route No. 12 authorised by the Act of 1936 and passing thence along Highgate Hill the Bank and High Street and terminating in that road at or near its junction with Southwood Lane.

In the administrative counties of London and Essex—

In the metropolitan boroughs of Holborn Finsbury Shoreditch Bethnal Green and Hackney and in the borough of Leyton—

Route No. 2 Commencing in Southampton Row at the entrance to the tramway subway (Kingsway) by a junction with Route No. 26 hereinafter described passing thence along Southampton Row and Theobald's Road (crossing Gray's Inn Road) into and along Clerkenwell Road (crossing Farringdon Road St. John Street and Goswell Road) into and along Old Street (crossing City Road) into and along Hackney Road into and along Cambridge Road Mare Street into and along Lower Clapton Road into and along Lea Bridge Road and terminating in that road at its junction with Markhouse Road by a junction with Route No. 6 authorised by the Act of 1935.



In the administrative county of London—

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In the metropolitan borough of Hackney—

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Route No. 3 Commencing in Amhurst Road at its junction with Mare Street by a junction with Route No. 2 hereinbefore described passing thence along Amhurst Road into and along Dalston Lane and terminating in that road at its junction with Lower Clapton Road by a junction with Route No. 2 hereinbefore described.

In the administrative county of Essex—

In the boroughs of Leyton and Walthamstow—

Route No. 4 Commencing in Lea Bridge Road at its junction with Hoe Street by a junction with Route No. 7 authorised by the Act of 1935 passing thence along Lea Bridge Road into and along Woodford New Road and terminating in that road at its junction with Forest Road by a junction with Route No. 5 authorised by the Act of 1935.

In the borough of Leyton—

Route No. 5 Commencing in Whipps Cross Road at its junction with Lea Bridge Road by a junction with Route No. 4 hereinbefore described passing thence along Whipps Cross Road into and along High Road Leytonstone and terminating in that road at its junction with Crownfield Road by a junction with Route No. 7 authorised by the Act of 1935.

In the county borough of West Ham—

Route No. 6 Commencing in Romford Road at its junction with The Grove by a junction with Route No. 9 authorised by the Act of 1935 passing thence along Romford Road and terminating in that road at its junction with Woodgrange Road by a junction with Route No. 12 authorised by the Act of 1935.

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In the administrative county of Essex and the county boroughs of East Ham and West Ham—

In the county boroughs of East Ham and West Ham and in the borough of Ilford—

Route No. 7 Commencing in Romford Road at its junction with Green Street by a junction with Route No. 15 authorised by the Act of 1935 passing thence along Romford Road and High Road Ilford and terminating in that road at its junction with Ilford Lane by a junction with Route No. 18 authorised by the Act of 1935.

In the administrative county of London—

In the metropolitan boroughs of Shoreditch and Stepney—

Route No. 8 Commencing in Great Eastern Street at its junction with Old Street by a junction with Route No. 2 hereinbefore described passing thence along Great Eastern Street (crossing Curtain Road Holywell Lane and Shoreditch High Street) into and along Commercial Street (crossing Wentworth Street and Whitechapel High Street) into and along Leman Street into and along Dock Street and terminating in that road at a point thirty-five yards or thereabouts north of its junction with East Smithfield by a junction with Route No. 8A hereinafter described.

In the metropolitan boroughs of Hackney Stoke Newington Shoreditch and Stepney and in the city of London—

Route No. 9 Commencing in Stamford Hill at or near its junction with Northfield Road by a junction with Route No. 21 authorised by the Act of 1936 passing thence along Stamford Hill Stoke Newington High Street Stoke Newington Road Kingsland High Street and Kingsland Road into and along Shoreditch High Street Norton Folgate and Bishopsgate and terminating in that road at or near its junction with Middlesex Street.

In the metropolitan boroughs of Stoke Newington and Hackney— A.D. 1937.

Route No. 10 Commencing in Amhurst Park at its junction with Seven Sisters Road by a junction with Route No. 4 authorised by the Act of 1935 passing thence along Amhurst Park (crossing Stamford Hill) into and along Clapton Common and Upper Clapton Road and terminating in that road at its junction with Lea Bridge Road by a junction with Route No. 2 hereinbefore described.

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In the administrative county of London and the county borough of West Ham—

In the metropolitan boroughs of Stepney Bethnal Green and Poplar and in the county borough of West Ham—

Route No. 11 Commencing in Whitechapel High Street at or near its junction with Middlesex Street by a junction with Route No. 11A hereinafter described passing thence along Whitechapel High Street Whitechapel Road Mile End Road Bow Road High Street and Broadway and terminating in that road at or near its junction with West Ham Lane by a junction with Route No. 9 authorised by the Act of 1935.

In the administrative county of London—

In the metropolitan boroughs of Hackney Bethnal Green Stepney and Poplar—

Route No. 12 Commencing in Well Street at its junction with Mare Street by a junction with Route No. 2 hereinbefore described passing thence along Well Street into and along Cassland Road into and along Terrace Road into and along Lauriston Road (crossing Southborough Road and Victoria Park Road) into and along Grove Road (crossing Old Ford Road Roman Road and Mile End Road) into and along Burdett Road (crossing Bridge Street Bow Common Lane Bagally Street Turners Road St. Paul's Road and Clemence Street) into and along West India

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Dock Road and terminating in that road at or near its junction with Garford Street.

In the metropolitan borough of Hackney—

Route No. 13 Commencing in Lauriston Road at its junction with Cassland Road by a junction with Route No. 12 hereinbefore described passing thence along Lauriston Road into and along Church Crescent and terminating in that road at its junction with Lauriston Road by a junction with Route No. 12 hereinbefore described.

In the administrative county of London and the county borough of West Ham—

In the metropolitan boroughs of Stepney and Poplar and in the county borough of West Ham—

Route No. 14 Commencing in Commercial Road East at its junction with Leman Street by a junction with Route No. 8 hereinbefore described passing thence along Commercial Road East (crossing Whitehorse Street) East India Dock Road and along Barking Road and terminating in that road at its junction with Silvertown Way by a junction with Route No. 16 authorised by the Act of 1935.

In the administrative county of London—

In the metropolitan boroughs of Holborn and Finsbury—

Route No. 15 Commencing in Rosebery Avenue at its junction with Clerkenwell Road by a junction with Route No. 2 hereinbefore described passing thence along Rosebery Avenue (crossing Laystall Street Warner Street Farringdon Road Yardley Street Tysoe Street and Rosoman Street) Green Terrace and Rosebery Avenue and terminating in that road at its junction with St. John Street by a junction with Route No. 17 authorised by the Act of 1936.

In the metropolitan borough of Finsbury—

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Route No. 16 Commencing in Goswell Road at its junction with City Road by a junction with Route No. 16 authorised by the Act of 1936 passing thence along Goswell Road and terminating in that road at or near its junction with Fann Street.

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In the metropolitan boroughs of Islington and Hackney—

Route No. 17 Commencing in Islington Green at its junction with Upper Street by a junction with Route No. 17 authorised by the Act of 1936 passing thence along Islington Green and Essex Road into and along Ball's Pond Road into and along Dalston Lane into and along Graham Road (crossing Massie Road Greenwood Road and Navarino Road) and terminating in Graham Road at its junction with Mare Street by a junction with Route No. 2 hereinbefore described.

In the metropolitan borough of Islington—

Route No. 18 Commencing in Dorset Street at its junction with Essex Road by a junction with Route No. 17 hereinbefore described passing thence along Dorset Street (crossing Henshall Street and Wall Street) and terminating in Dorset Street at its junction with Southgate Road by a junction with Route No. 19 hereinafter described.

In the metropolitan boroughs of Stoke Newington Islington Hackney and Shoreditch—

Route No. 19 Commencing in Green Lanes at its junction with Seven Sisters Road by a junction with Route No. 4 authorised by the Act of 1935 passing thence along Green Lanes into and along the north and east sides of Newington Green into and along Mildmay Park (crossing Mildmay Grove and Ball's Pond Road) into and along Southgate Road (crossing Englefield Road Church Road and Downham Road) into and along

**Ch. xc.]** *London Passenger Transport* [1 EDW. 8. &  
*Act, 1937.* 1 GEO. 6.]

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Baring Street into and along New North Road and East Road and terminating in that road at its junction with City Road by a junction with Route No. 16 authorised by the Act of 1936.

In the metropolitan boroughs of Islington and Shoreditch—

Route No. 20 Commencing in St. Paul's Road at its junction with Highbury Corner by a junction with Route No. 17 authorised by the Act of 1936 passing thence along St. Paul's Road into and along Canonbury Road (crossing Canonbury Square and Essex Road) and New North Road (crossing Shepperton Road) and terminating in New North Road at its junction with Baring Street by a junction with Route No. 19 hereinbefore described.

In the metropolitan boroughs of Bethnal Green and Stepney—

Route No. 21 Commencing in Cambridge Road at its junction with Whitechapel Road by a junction with Route No. 11 hereinbefore described passing thence along Cambridge Road and terminating in that road at its junction with Hackney Road by a junction with Route No. 2 hereinbefore described.

In the metropolitan borough of Poplar—

Route No. 22 Commencing in Aberfeldy Street at its junction with East India Dock Road by a junction with Route No. 14 hereinbefore described passing thence along Aberfeldy Street (crossing Athol Street Blair Street Culloden Street Dee Street Ettrick Street and Abbott Road) into and along Leven Road and terminating in the tramway depot of the Board in that road.

Route No. 23 Commencing in Fairfield Road at its junction with Bow Road by a junction with Route No. 11 hereinbefore described passing thence along Fairfield

Road and terminating in the tramway depot of the Board in that road. A.D. 1937.

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In the metropolitan borough of Hackney—

Route No. 24 Commencing in Bohemia Place at its junction with Mare Street by a junction with Route No. 2 hereinbefore described passing thence along Bohemia Place and terminating in the tramway depot of the Board in that road.

In the administrative county of Middlesex—

In the borough of Finchley—

Route No. 25 Commencing in Woodberry Grove at its junction with Ballards Lane by a junction with Route No. 1 authorised by the Act of 1935 passing thence along Woodberry Grove and terminating in the tramway depot of the Board in that road.

In the administrative county of London and the county borough of Croydon—

In the metropolitan boroughs of Holborn Lambeth Southwark and Wandsworth ~~the city of~~ Westminster and in the county borough of Croydon—

Route No. 26 Commencing at the entrance to the tramway subway (Kingsway) in Southampton Row by a junction with Route No. 2 hereinbefore described passing thence through the tramway subway into and along Victoria Embankment over Westminster Bridge along Westminster Bridge Road into and along Kennington Road (crossing Lambeth Road) into and along Kennington Park Road into and along Brixton Road (crossing Camberwell New Road) Brixton Hill Streatham Hill Streatham High Road London Road North End High Street South End and Brighton Road (crossing Christchurch Road) and terminating in that road at or near its junction with the unnamed road opposite No. 908 Brighton Road by a junction with Route No. 26F hereinafter described.

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In the county borough of Croydon—

Route No. 27 Commencing in Brigstock Road at its junction with London Road by a junction with Route No. 26 hereinbefore described passing thence along Brigstock Road and High Street into and along Whitehorse Road and terminating in Whitehorse Road at or near its junction with Talbot Road.

In the administrative county of London—

In the metropolitan boroughs of Battersea and Chelsea—

Route No. 28 Commencing in Battersea Park Road at its junction with Falcon Road by a junction with Route No. 4 authorised by the Act of 1936 passing thence along Battersea Park Road into and along Battersea Bridge Road over Battersea Bridge (crossing Cheyne Walk) along Beaufort Street and terminating in that road at or near its junction with King's Road.

~~In the metropolitan boroughs of Battersea Wandsworth and Lambeth—~~

Route No. 29 Commencing in Lavender Hill at its junction with Falcon Road by a junction with Route No. 4 authorised by the Act of 1936 passing thence along Lavender Hill and Wandsworth Road into and along Albert Embankment Lambeth Palace Road and Stangate and terminating in that road at its junction with Westminster Bridge Road by a junction with Route No. 26 hereinbefore described.

In the metropolitan boroughs of Battersea and Lambeth—

Route No. 30 Commencing in Battersea Park Road at its junction with Battersea Bridge Road by a junction with Route No. 28 hereinbefore described passing thence along Battersea Park Road (crossing Queen's Road) and Nine Elms Lane and terminating in Nine Elms Lane at its junction with



Wandsworth Road by a junction with Route No. 29 hereinbefore described.

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In the metropolitan boroughs of Wandsworth and Battersea—

Route No. 31 Commencing in Queen's Road at or near the southern end of Chelsea Bridge passing thence along Queen's Road (crossing Prince of Wales Road Battersea Park Road and Broughton Street) Cedars Road into and along Clapham Common North Side and Long Road (crossing Rookery Road) and terminating in that road at its junction with Clapham Common South Side by a junction with Route No. 36 hereinafter described.

In the metropolitan boroughs of Lambeth and Camberwell—

Route No. 32 Commencing in South Lambeth Road at its junction with Kennington Lane by a junction with Route No. 50 hereinafter described passing thence along South Lambeth Road (crossing Lansdowne Road and Clapham Road) into and along Stockwell Road (crossing Brixton Road) into and along Gresham Road (crossing Wiltshire Road and Station Road) into and along Coldharbour Lane into and along Herne Hill Road into and along Wanless Road Hinton Road into and along Milkwood Road Herne Hill and Norwood Road and terminating in that road at its junction with Robson Road by a junction with Route No. 32B hereinafter described.

In the metropolitan borough of Lambeth—

Route No. 33 Commencing in Poplar Walk Road at its junction with Milkwood Road by a junction with Route No. 32 hereinbefore described passing thence along Poplar Walk Road into and along Lowden Road and terminating in that road at its junction with Milkwood Road by a junction with Route No. 32 hereinbefore described.

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Route No. 34 Commencing in Effra Road at its junction with Brixton Hill by a junction with Route No. 26 hereinbefore described passing thence along Effra Road into and along Water Lane into and along Dulwich Road and terminating in that road at its junction with Norwood Road by a junction with Route No. 32 hereinbefore described.

Route No. 35 Commencing in Morval Road at its junction with Effra Road by a junction with Route No. 34 hereinbefore described passing thence along Morval Road into and along Dalberg Road and terminating in that road at its junction with Dulwich Road by a junction with Route No. 34 hereinbefore described.

In the administrative counties of London and Surrey—

In the metropolitan boroughs of Lambeth and Wandsworth in the boroughs of Mitcham and Wimbledon and in the urban district of Merton and Morden—

Route No. 36 Commencing in Kennington Park Road at or near its junction with Brixton Road by a junction with Route No. 26 hereinbefore described passing thence along Kennington Park Road Clapham Road and Clapham High Street into and along Clapham Common South Side Balham Hill Balham High Road Upper Tooting Road Tooting High Street High Street Colliers Wood High Street Merton into and along Merton Road and the Broadway and terminating in the Broadway at or near Wimbledon town hall by a junction with the existing trolley vehicle route of the Board in that road.

In the administrative county of London—

In the metropolitan borough of Wandsworth—

Route No. 37 Commencing in Clapham Park Road at its junction with Clapham High Street by a junction with Route No. 36 hereinbefore described passing thence along

Clapham Park Road and terminating in the tramway depot of the Board in that road.

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Route No. 38 Commencing at Amen Corner at its junction with Mitcham Road by a junction with Route No. 2 authorised by the Act of 1936 passing thence along Amen Corner into and along Southcroft Road into and along Mitcham Lane (crossing Ambleside Avenue) and terminating in that road at its junction with Streatham High Road by a junction with Route No. 26 hereinbefore described.

In the metropolitan boroughs of Southwark and Lambeth the city of Westminster and the city of London—

Route No. 39 Commencing in Victoria Embankment at or near the entrance to the tramway subway by a junction with Route No. 26 hereinbefore described passing thence along Victoria Embankment over Blackfriars Bridge along Blackfriars Road St. George's Circus into and along London Road into and along Newington Butts and Kennington Park Road and terminating in that road at its junction with Kennington Road by a junction with Route No. 26 hereinbefore described.

In the metropolitan boroughs of Southwark Camberwell Lambeth and Lewisham—

Route No. 40 Commencing in Westminster Bridge Road at its junction with Kennington Road by a junction with Route No. 26 hereinbefore described passing thence along Westminster Bridge Road into and along St. George's Road (crossing Lambeth Road) into and along Walworth Road Camberwell Road the west side of Camberwell Green and Denmark Hill into and along Champion Park into and along Grove Lane Dog Kennel Hill and Grove Vale into and along Lordship Lane and London Road into and along Devonshire Road into and along Waldram Road into and along Park Road into and along

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Sunderland Road into and along Stanstead Road into and along Catford Hill and Catford Road into and along Rushey Green and Bromley Road into and along Downham Way and terminating in that road at or near its junction with Baring Road by a junction with Route No. 40C hereinafter described.

In the metropolitan borough of Southwark—

Route No. 41 Commencing in an unnamed road at its junction with Newington Butts near the Elephant and Castle public house by a junction with Route No. 39 hereinbefore described passing thence along the unnamed road and terminating in that road at its junction with Walworth Road by a junction with Route No. 40 hereinbefore described.

In the metropolitan borough of Camberwell—

Route No. 42 Commencing in East Dulwich Road at its junction with Lordship Lane by a junction with Route No. 40 hereinbefore described passing thence along East Dulwich Road (crossing Peckham Rye (West Side)) into and along Cross Road into and along Peckham Rye (East Side) and terminating in that road at or near its junction with Hall Road by a junction with Route No. 42A hereinafter described.

In the metropolitan borough of Southwark—

Route No. 43 Commencing in Westminster Bridge Road at its junction with St. George's Road by a junction with Route No. 40 hereinbefore described passing thence along Westminster Bridge Road and terminating in that road at its junction with St. George's Circus by a junction with Route No. 39 hereinbefore described.

In the metropolitan boroughs of Lambeth and Southwark—

Route No. 44 Commencing in Waterloo Road at or near its junction with Holmes Terrace by a junction with Route No. 44A

hereinafter described passing thence along Waterloo Road (crossing Webber Row) and terminating in Waterloo Road at its junction with Westminster Bridge Road by a junction with Route No. 43 hereinbefore described.

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Route No. 45 Commencing in Lambeth Road at its junction with Albert Embankment by a junction with Route No. 29 hereinbefore described passing thence along Lambeth Road (crossing Kennington Road and St. George's Road) into and along St. George's Circus and Borough Road (crossing Lancaster Street) into and along Southwark Bridge Road (crossing Great Suffolk Street) and terminating in Southwark Bridge Road at its junction with Marshalsea Road by a junction with Route No. 47 hereinafter described.

In the metropolitan borough of Southwark—

Route No. 46 Commencing in Southwark Street at its junction with Blackfriars Road by a junction with Route No. 39 hereinbefore described passing thence along Southwark Street (crossing Great Guildford Street Southwark Bridge Road and Red Cross Street) and terminating in Southwark Street at or near its junction with Borough High Street by a junction with Route No. 46A hereinafter described.

In the metropolitan boroughs of Southwark Bermondsey Camberwell Deptford and Lewisham and in the city of London—

Route No. 47 Commencing in Queen Street Place at or near its junction with Upper Thames Street passing thence along Queen Street Place over Southwark Bridge along Southwark Bridge Road (crossing Southwark Street and Union Street) into and along Marshalsea Road (crossing Harrow Street) into and along Borough High Street Newington Causeway into and along New Kent Road into and along Old Kent Road New Cross Road into and along Lewisham High Road into and along Malpas Road (crossing

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Vulcan Road) into and along Brockley Cross Brockley Road Stondon Park (crossing Honor Oak Park) and Brockley Rise and terminating in that road at its junction with Stanstead Road by a junction with Route No. 40 hereinbefore described.

In the metropolitan borough of Deptford—

Route No. 48 Commencing in Shardeloes Road at its junction with Lewisham High Road by a junction with Route No. 47 hereinbefore described passing thence along Shardeloes Road (crossing St. Donatt's Road) and terminating in Shardeloes Road at its junction with Brockley Cross by a junction with Route No. 47 hereinbefore described.

In the metropolitan boroughs of Southwark and Bermondsey—

Route No. 49 Commencing in Great Dover Street at its junction with Borough High Street by a junction with Route No. 47 hereinbefore described passing thence along Great Dover Street and Old Kent Road into and along Tower Bridge Road (crossing Abbey Street Tanner Street Artillery Street and Fair Street) into and along Tooley Street and terminating in that street at or near its junction with Bermondsey Street.

In the city of Westminster and the metropolitan boroughs of Lambeth Camberwell and Deptford—

Route No. 50 Commencing in Vauxhall Bridge Road at or near its junction with Victoria Street by a junction with Route No. 50A hereinafter described passing thence along Vauxhall Bridge Road and Bessborough Gardens over Vauxhall Bridge into and along Bridgefoot and Kennington Lane into and along Harleyford Road the southern side of Kennington Oval and Harleyford Street (crossing Kennington Park Road) into and along Camberwell New Road (crossing Brixton Road) into and along the south side of

Camberwell Green Church Street Peckham Road Peckham High Street and Queen's Road and terminating in that road at its junction with New Cross Road by a junction with Route No. 47 hereinbefore described.

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PART II.  
—cont.

In the metropolitan boroughs of Lambeth and Camberwell—

Route No. 51 Commencing in Coldharbour Lane at its junction with Herne Hill Road by a junction with Route No. 32 hereinbefore described passing thence along Coldharbour Lane and terminating in that road at its junction with Denmark Hill by a junction with Route No. 40 hereinbefore described.

In the metropolitan borough of Southwark—

Route No. 52 Commencing in Lancaster Street at its junction with Borough Road by a junction with Route No. 45 hereinbefore described passing thence along Lancaster Street (crossing Earl Street) into and along Southwark Bridge Road and terminating in that road at its junction with Newington Causeway by a junction with Route No. 47 hereinbefore described.

In the metropolitan boroughs of Bermondsey Deptford and Greenwich—

Route No. 53 Commencing in Tooley Street at its junction with Tower Bridge Road by a junction with Route No. 49 hereinbefore described passing thence along Tooley Street and Dockhead into and along Parker's Row (crossing Abbey Street) Jamaica Road (crossing Cherry Garden Street) and Union Road (crossing Prospect Street) into and along Lower Road Evelyn Street and Creek Road (crossing Church Street) over Creek Bridge and along Bridge Street and Church Street into and along Nelson Street (crossing King William Street) Romney Road (crossing Park Row) and Trafalgar Road (crossing Eastney Street Park Street and Colomb Street) into and along Blackwall

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PART II.  
—cont.

Lane (crossing Commerell Street) into and along Tunnel Avenue and terminating in Tunnel Avenue at a point thirty-six yards or thereabouts south of its junction with Blackwall Tunnell Approach by a junction with Route No. 53C hereinafter described.

In the metropolitan boroughs of Deptford and Greenwich—

Route No. 54 Commencing in New Cross Road at its junction with Lewisham High Road by a junction with Route No. 47 hereinbefore described passing thence along New Cross Road Broadway and over Deptford Bridge into and along Greenwich Road London Street and Church Street and terminating in that road at its junction with Nelson Street by a junction with Route No. 53 hereinbefore described.

In the metropolitan boroughs of Deptford and Lewisham—

Route No. 55 Commencing in Lewisham High Road at its junction with Malpas Road by a junction with Route No. 47 hereinbefore described passing thence along Lewisham High Road Loampit Hill and Loampit Vale into and along High Street and Rushey Green and terminating in that road at its junction with Catford Road by a junction with Route No. 40 hereinbefore described.

In the metropolitan boroughs of Lewisham and Greenwich—

Route No. 56 Commencing in High Street at its junction with Loampit Vale by a junction with Route No. 55 hereinbefore described passing thence along High Street and Lewisham Road (crossing Morden Hill) into and along South Street and terminating in that road at its junction with Greenwich Road by a junction with Route No. 54 hereinbefore described.



In the metropolitan boroughs of Lewisham Greenwich and Woolwich— A.D. 1937.

PART II.  
—cont.

Route No. 57 Commencing in High Street by a junction with Route No. 55 hereinbefore described passing thence along High Street into and along Lee High Road Lee Green Eltham Road Eltham Hill and Eltham High Street into and along Well Hall Road (crossing Rochester Way) Academy Road Woolwich Common and New Road and terminating in that road at its junction with Beresford Square by a junction with Route No. 15 authorised by the Act of 1934.

In the metropolitan borough of Woolwich—

Route No. 58 Commencing in Grand Depot Road at its junction with New Road by a junction with Route No. 57 hereinbefore described passing thence along Grand Depot Road and terminating in that road at its junction with New Road by a junction with Route No. 57 hereinbefore described.

Route No. 59 Commencing in Rochester Way at its junction with Well Hall Road by a junction with Route No. 57 hereinbefore described passing thence along Rochester Way into and along Westbourne Avenue and terminating in that road at its junction with Eltham Road by a junction with Route No. 57 hereinbefore described.

In the metropolitan boroughs of Greenwich and Woolwich—

Route No. 60 Commencing in Woolwich Road at its junction with Blackwall Lane by a junction with Route No. 53 hereinbefore described passing thence along Woolwich Road Albion Road George Street Church Street Dockyard Rails and Woolwich High Street and terminating in that road at its junction with Nile Street by a junction with Route No. 15 authorised by the Act of 1934.

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PART II.  
—cont.

In the metropolitan borough of Camberwell—

Route No. 61 Commencing in Basing Road at its junction with Peckham High Street by a junction with Route No. 50 hereinbefore described passing thence along Basing Road and terminating in the tramway depot of the Board in that road.

In the metropolitan borough of Woolwich—

Route No. 62 Commencing in Abbey Wood Road at its junction with Knee Hill by a junction with Route No. 16 authorised by the Act of 1934 passing thence along Abbey Wood Road and terminating in the tramway depot of the Board in that road.

In the metropolitan borough of Lewisham—

Route No. 63 Commencing in Perry Vale at its junction with Park Road by a junction with Route No. 40 hereinbefore described passing thence along Perry Vale and terminating in that road at a point seventy-two yards or thereabouts south-west of its junction with Park Road by a junction with Route No. 40B hereinafter described.

In the metropolitan borough of Wandsworth—

Route No. 64 Commencing in Wimbledon Road at its junction with Garratt Lane by a junction with Route No. 2 authorised by the Act of 1936 passing thence along Wimbledon Road and terminating in that road at or near its junction with Summerstown.

In the metropolitan borough of Southwark—

Route No. 65 Commencing in Borough Road at its junction with Newington Causeway by a junction with Route No. 47 hereinbefore described passing thence along Borough Road into and along Southwark Bridge Road and terminating in that road at its junction with Lancaster Street by a junction with Route No. 52 hereinbefore described.

In the metropolitan borough of Woolwich—

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Route No. 66 Commencing in Thomas Street at its junction with New Road by a junction with Route No. 57 hereinbefore described passing thence along Thomas Street into and along Green's End and Beresford Square and terminating in Beresford Square at its junction with New Road by a junction with Route No. 57 hereinbefore described.

PART II.  
—cont.

In the metropolitan borough of Wandsworth—

Route No. 67 Commencing in The Avenue at its junction with Clapham Common South Side opposite Cavendish Road by a junction with Route No. 36 hereinbefore described passing thence along the north and south branches of The Avenue and terminating in The Avenue at its junction with Clapham Common South Side by a junction with Route No. 36 hereinbefore described.

In the administrative county of Middlesex—

In the borough of Finchley—

Route No. 68 Commencing in Kingsway at its junction with High Road (Great North Road) by a junction with Route No. 2 authorised by the Act of 1934 passing thence along Kingsway and terminating in that road at its junction with Ballard's Lane by a junction with Route No. 1 authorised by the Act of 1935.

Route No. 69 Commencing in Nether Street at its junction with High Road (Great North Road) by a junction with Route No. 2 authorised by the Act of 1934 passing thence along Nether Street and terminating in that street at its junction with Ballard's Lane by a junction with Route No. 1 authorised by the Act of 1935.

(B) Along the following routes being new routes :—

In the administrative county of London—

In the metropolitan borough of Islington—

Route No. 1B Commencing in Pemberton Terrace at its junction with Monnery Road

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PART II.  
—cont.

by a junction with Route No. 19 authorised by the Act of 1936 passing thence along Pemberton Terrace into and along Pemberton Gardens and terminating in that road at junction with Pemberton Road by a junction with Route No. 3 authorised by the Act of 1934.

In the administrative county of Essex—

In the borough of Leyton—

Route No. 4A Commencing in North Circular Road at its junction with Lea Bridge Road by a junction with Route No. 4 hereinbefore described passing thence along North Circular Road and terminating in that road at its junction with Whipps Cross Road by a junction with Route No. 5 hereinbefore described.

In the boroughs of Leyton and Walthamstow—

Route No. 4B Commencing in Forest Rise at its junction with Lea Bridge Road by a junction with Route No. 4 hereinbefore described passing thence along Forest Rise and terminating in that road at its junction with Woodford New Road by a junction with Route No. 4 hereinbefore described.

In the borough of Leyton—

Route No. 5A Commencing in Bush Road at its junction with Whipps Cross Road by a junction with Route No. 5 hereinbefore described passing thence along Bush Road into and along Cambridge Park Road and terminating in that road at its junction with High Road Leytonstone by a junction with Route No. 5 hereinbefore described.

In the administrative county of London—

In the metropolitan borough of Stepney—

Route No. 8A Commencing in Dock Street by a junction with Route No. 8 hereinbefore described passing thence along Dock Street into East Smithfield and round the island refuge at the junction of that road and Dock

Street and terminating in Dock Street at its junction with East Smithfield by a junction with Route No. 8 hereinbefore described.

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PART II.  
—cont.

In the metropolitan borough of Hackney—

Route No. 10A Commencing in Kenninghall Road at its junction with Upper Clapton Road by a junction with Route No. 10 hereinbefore described passing thence along Kenninghall Road into and along Powell Road into and along Downs Road and terminating in Downs Road at its junction with Lower Clapton Road by a junction with Route No. 2 hereinbefore described.

Route No. 10B Commencing in the tramway depot of the Board in Leabourne Road passing thence along Leabourne Road into and along Castlewood Road into and along Clapton Common and terminating in that road by a junction with Route No. 10 hereinbefore described.

Route No. 10C Commencing in Rookwood Road by a junction with Route No. 22 authorised by the Act of 1936 passing thence along Rookwood Road and terminating in that road at its junction with Clapton Common by a junction with Route No. 10B hereinbefore described.

In the metropolitan borough of Stepney and the city of London—

Route No. 11A Commencing in Whitechapel High Street at or near its junction with Middlesex Street by a junction with Route No. 11 hereinbefore described passing thence along Whitechapel High Street and Aldgate High Street and terminating in the omnibus lay-by of the Board situate opposite the Aldgate station of the Board.

In the metropolitan borough of Poplar—

Route No. 14A Commencing in Benledi Street at its junction with East India Dock Road by a junction with Route No. 14 hereinbefore described passing thence along

A.D. 1937.

PART II.  
—cont.

Benledi Street into and along Blair Street and terminating in Blair Street at its junction with Aberfeldy Street by a junction with Route No. 22 hereinbefore described.

In the metropolitan borough of Stoke Newington—

Route No. 19A Commencing in the south side of Newington Green at its junction with the east side of Newington Green by a junction with Route No. 19 hereinbefore described passing thence along the south and west sides of Newington Green and terminating in the west side of Newington Green at its junction with the north side of Newington Green by a junction with Route No. 19 hereinbefore described.

In the metropolitan borough of Poplar—

Route No. 22A Commencing in Leven Road at the entrance of the tramway depot of the Board by a junction with Route No. 22 hereinbefore described passing thence along Leven Road and terminating in that road at the entrance to the tramway wharf of the Board.

In the metropolitan borough of Lambeth—

Route No. 26A Commencing in Lambeth Palace Road at its junction with Westminster Bridge Road by a junction with Route No. 26 hereinbefore described passing thence along Lambeth Palace Road and terminating in that road by a junction with Route No. 29 hereinbefore described.

Route No. 26B Commencing in Stangate at its junction with Lambeth Palace Road by a junction with Route No. 26A hereinbefore described and passing thence along Stangate on the northern side of the green and terminating in Stangate by a junction with Route No. 29 hereinbefore described.

Route No. 26C Commencing in Church Road at its junction with Brixton Hill by a junction with Route 26 hereinbefore described passing thence along Church Road and

terminating in that road at its junction with Effra Road by a junction with Route No. 34 hereinbefore described.

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PART II.

—cont.

In the metropolitan borough of Wandsworth—

Route No. 26D Commencing in Green Lane at its junction with Streatham High Road by a junction with Route No. 26 hereinbefore described passing thence along Green Lane into and along Hermitage Lane and terminating in that road at its junction with Streatham High Road by a junction with Route No. 26 hereinbefore described.

In the county borough of Croydon—

Route No. 26E Commencing in Sanderstead Road at its junction with Brighton Road by a junction with Route No. 26 hereinbefore described passing thence along Sanderstead Road into and along Bynes Road into and along Rolleston Road and terminating in that road at its junction with Sanderstead Road.

In the county borough of Croydon and the administrative county of Surrey—

In the county borough of Croydon and the urban district of Coulsdon and Purley—

Route No. 26F Commencing in High Street Godstone Road at its junction with Brighton Road by a junction with Route No. 26 hereinbefore described passing thence along High Street Godstone Road into and along the unnamed road connecting High Street Godstone Road with Brighton Road opposite No. 908 Brighton Road and terminating in the unnamed road at its junction with Brighton Road by a junction with Route No. 26 hereinbefore described.

In the county borough of Croydon—

Route No. 26G Commencing in Church Street at its junction with Church Road by a junction with Route No. 14 authorised by the Act of 1934 passing thence along Church

[Ch. xc.] *London Passenger Transport* [1 EDW. 8. &  
*Act, 1937.* I GEO. 6.]

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PART II.  
—cont.

20 & 21  
Geo. 5.  
c. lxxxvi.

Street into and along Lower Church Street and terminating in that road at its junction with Tamworth Road by a junction with Route No. 14 authorised by the Act of 1934.

Route No. 26H Commencing in a new street (being Work No. 18 authorised by the Croydon Corporation Act 1930) at its junction with Lower Church Street by a junction with Route No. 26G hereinbefore described passing thence along the new street into and along Tamworth Place and terminating in that road at its junction with Tamworth Road by a junction with the existing trolley vehicle route of the Board in that road.

In the administrative county of London—

In the metropolitan borough of Lambeth—

21 & 22  
Geo. 5. c. lv.

Route No. 29A Commencing in a new street (being Work No. 8 authorised by the London County Council (Vauxhall Cross Improvement) Act 1931) at its junction with Wandsworth Road by a junction with Route No. 29 hereinbefore described passing thence along the new street when constructed (crossing Bond Street) and along Archer Street including any widening thereof under the provisions of the said Act (therein referred to as Work No. 7) and terminating in that street at its junction with South Lambeth Road by a junction with Route No. 32 hereinbefore described.

In the metropolitan borough of Wandsworth—

Route No. 31A Commencing in the unnamed road at the junction of Long Road with Clapham Common South Side by a junction with Route No. 31 hereinbefore described passing thence along the unnamed road into and along The Pavement into and along Clapham High Street and terminating in that road at or near its junction with Clapham Park Road by a junction with Route No. 36 hereinbefore described.



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PART II.  
—cont.

described passing thence along Downham Way into and along Baring Road into and along Chinbrook Road and turning at the junction of Grove Park Road Marvels Lane and Chinbrook Road.

In the metropolitan borough of Camberwell—

Route No. 42A Commencing in Peckham Rye (east side) at or near its junction with Hall Road by a junction with Route No. 42 hereinbefore described and turning in Peckham Rye (east side) at or near the junction of Hall Road and Stuart Road with that road.

In the metropolitan borough of Lambeth—

Route No. 44A Commencing in Waterloo Road at or near its junction with Holmes Terrace by a junction with Route No. 44 hereinbefore described passing thence along Waterloo Road into and along Mephram Street into and along York Road into and along Waterloo Road and terminating in Waterloo Road at or near its junction with Mephram Street.

In the metropolitan borough of Southwark—

Route No. 46A Commencing in Southwark Street at or near its junction with Borough High Street by a junction with Route No. 46 hereinbefore described passing thence along Southwark Street into and along Borough High Street and terminating in Borough High Street at or near its junction with St. Thomas's Street.

Route No. 47A Commencing in Trinity Street at its junction with Borough High Street by a junction with Route No. 47 hereinbefore described passing thence along Trinity Street (crossing Swan Street) the north-east side of Trinity Square the north-west side of Trinity Street and Great Dover Street and terminating in Great Dover Street by a junction with Route No. 49 hereinbefore described.

In the metropolitan borough of Lambeth—

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Route No. 32A Commencing in a new street (being Work No. 4 authorised by the London County Council (Vauxhall Cross Improvement) Act 1931) at its junction with South Lambeth Road by a junction with Route No. 32 hereinbefore described passing thence along the new street and terminating in that road at its junction with Harleyford Road by a junction with Route No. 50 hereinbefore described.

PART II.  
—cont.

Route No. 32B Commencing in Robson Road at its junction with Norwood Road by a junction with Route No. 32 hereinbefore described passing thence along Robson Road and Park Road into and along Martell Road into and along Myton Road into and along Rosendale Road into and along Park Road and terminating in Park Road at its junction with Martell Road.

In the metropolitan borough of Wandsworth—

Route No. 36A Commencing in Longmead Road at its junction with Mitcham Road by a junction with Route No. 2 authorised by the Act of 1936 passing thence along Longmead Road and round the island refuge at the junction of that road and Ashvale Road and terminating in Longmead Road.

In the metropolitan borough of Lewisham—

Route No. 40B Commencing in Waldram Road South at its junction with Waldram Road by a junction with Route No. 40 hereinbefore described passing thence along Waldram Road South into and along Perry Vale and terminating in that road at a point seventy-two yards or thereabouts south-west of its junction with Park Road by a junction with Route No. 63 hereinbefore described.

Route No. 40C Commencing in Downham Way at or near its junction with Baring Road by a junction with Route No. 40 hereinbefore

A.D. 1937.

PART II.  
—cont.

In the city of Westminster—

Route No. 50A Commencing in Gillingham Street at its junction with Vauxhall Bridge Road by a junction with Route No. 50 hereinbefore described passing thence along Gillingham Street into and along Wilton Road into and along Victoria Street into and along Vauxhall Bridge Road and terminating in that road by a junction with Route No. 50 hereinbefore described.

Route No. 50B Commencing in Warwick Street at its junction with Vauxhall Bridge Road by a junction with Route No. 50 hereinbefore described passing thence along Warwick Street (crossing Tachbrook Street) into and along Wilton Road (crossing St. Leonard Street) and terminating in Wilton Road at its junction with Gillingham Street by a junction with Route No. 50A hereinbefore described.

In the metropolitan borough of Deptford—

Route No. 50C Commencing in Kender Street at its junction with Queen's Road by a junction with Route No. 50 hereinbefore described passing thence along Kender Street into and along Besson Street and terminating in that street at its junction with New Cross Road by a junction with Route No. 47 hereinbefore described.

In the metropolitan borough of Greenwich—

Route No. 53A Commencing in Wellington Street at its junction with Creek Road by a junction with Route No. 53 hereinbefore described passing thence along Wellington Street into and along Church Street and terminating in that road at its junction with Creek Road by a junction with Route No. 53 hereinbefore described.

Route No. 53B Commencing in Church Street at its junction with Bridge Street by a junction with Route No. 53 hereinbefore described passing thence along Church

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PART II.  
—cont.

Street into and along Clarence Street into and along King William Street and terminating in that road at its junction with Nelson Street by a junction with Route No. 53 hereinbefore described.

Route No. 53C Commencing in Tunnel Avenue by a junction with Route No. 53 hereinbefore described passing thence along Tunnel Avenue (on the west side of Blackwall Tunnel Approach) into and along Ordnance Road and terminating in that road at its junction with Tunnel Avenue.

In the metropolitan borough of Lewisham—

Route No. 55A Commencing in Lewis Grove at its junction with Lewisham High Street by a junction with Route No. 55 hereinbefore described passing thence along Lewis Grove and terminating in that road at its junction with Lee High Road by a junction with Route No. 57 hereinbefore described.

In the metropolitan borough of Woolwich—

Route No. 57A Commencing in Sherard Road at its junction with Eltham Hill by a junction with Route No. 57 hereinbefore described passing thence along Sherard Road and terminating in that road at its junction with Well Hall Road by a junction with Route No. 57 hereinbefore described:

Provided that if the powers conferred by this section are not exercised within five years from the passing of this Act such powers shall upon the expiration of that period cease and determine except so far as they shall then have been exercised.

Provision for substitution of portions of trolley vehicle routes near Victoria station.

6.—(1) If within five years from the passing of this Act a new road (hereinafter referred to as "the new road") approved by the Minister as suitable for the operation of trolley vehicles shall have been made from Vauxhall Bridge Road to Wilton Road between Gillingham Street and Victoria Street and the Board shall receive notice to that effect from the Westminster City Council the new road shall at the expiration of six

A.D. 1937.

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PART II.  
—cont.

months from the receipt of such notice be substituted for so much of Route No. 50 authorised by this Act as lies between the commencement of that route and the junction of Vauxhall Bridge Road with the new road and so much of Route No. 50A authorised by this Act as lies between the junction of Wilton Road with the new road and the termination of that route and the Board may work and run trolley vehicles along the new road accordingly.

If the Board shall before the receipt of the said notice have equipped so much of the said Routes Nos. 50 and 50A as aforesaid the Board shall after the equipment of the new road remove the trolley vehicle apparatus rendered unnecessary by the substitution aforesaid and the reasonable expenses incurred by the Board in equipping the new road and removing the trolley vehicle apparatus so rendered unnecessary shall be paid to the Board by the Westminster City Council.

(2) For the purposes of the section of this Act of which the marginal note is "As to electrical works" the new road shall be deemed to be comprised in the trolley vehicle routes as from the date of the receipt of the said notice.

7.—(1) The Board may make such further provision as the Minister may approve on or adjacent to any route along which the Board are authorised by the section of this Act of which the marginal note is "Power to use trolley vehicles" to run a service of trolley vehicles or at or adjacent to either end of any such route for the turning of such trolley vehicles and may for the purpose of such turning run trolley vehicles along any street or road or part of a street or road (whether comprised in any of the trolley vehicle routes or not) in which such provision is made:

Provision  
for turning  
trolley  
vehicles.

Provided that—

- (a) Before equipping any route for working trolley vehicles to include a turning point or before arranging for a new turning point on any route the Board shall submit plans of the turning point to the Minister for approval and shall also submit a copy of such plans to the chief officer of police of the police district in which such turning point is proposed to

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PART II.  
—cont.

be situate and to the local authority of the district in which such turning point is proposed to be situate and (if the local authority are not the road authority) to the road authority and before approving any such plans the Minister shall give to the local authority and (if the local authority are not the road authority) the road authority an opportunity of making representations with reference thereto and shall consider any such representations which may be made to him;

(b) No provision shall be made for the turning of trolley vehicles on any road or street maintained by a railway company without the consent in writing of such company which consent shall not be unreasonably withheld.

(2) The following provisions of this subsection shall have effect with respect to the approval by the Minister of any provision in any street or road or part of a street or road not comprised in any of the trolley vehicle routes for the turning of the trolley vehicles:—

(a) Before the Board make application for such approval notice thereof shall be published in the London Gazette and shall be posted for fourteen consecutive days in some conspicuous position in every such street or road or part of a street or road and a copy of the plans of the turning point shall be deposited for public inspection with the local authority;

(b) Each such notice shall state the time (which shall not be less than twenty-one days from the date upon which the notice is first posted) within which any objection made with respect to the application by or on behalf of persons affected or interested must be sent to the Minister;

(c) Every objection shall be in writing and state the specific grounds of objection to the application;

(d) If any objection is duly made and not withdrawn the Minister shall (unless the objection appears to him to be frivolous) cause an inquiry to be held under this Act and shall

consider any objection not withdrawn and the report of the person who held the inquiry and may then approve such provision as he thinks fit or may refuse his approval;

A.D. 1937.  
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PART II.  
—cont.

- (e) The inquiry shall be held in public and any person affected or interested who has duly made objection may appear in person or by his counsel solicitor or parliamentary agent.

(3) This section shall not extend to enable the Board to make any provision for the turning of trolley vehicles on—

- (a) Victoria Embankment;  
(b) so much of Tooley Street as lies north-westward of Bermondsey Street; or  
(c) Duke Street Bermondsey.

8.—(1) Subject to the provisions of this Act the Board may on in under or over the surface of the streets or roads comprised in or adjacent to the trolley vehicle routes or any of them or in which it may be necessary or convenient so to do in order to make provision for the turning of trolley vehicles or to connect the apparatus and equipment for working trolley vehicles with any generating station or substation or to connect any of the trolley vehicle routes with any depot or lands of the Board place erect and maintain all necessary and proper trolley vehicle apparatus other than transformers and may for any such purpose subject to the provisions of Part II of the Tramways Act 1870 as applied to the trolley vehicles and the trolley vehicle apparatus by this Part of this Act and the provisions of this Act open break up alter or interfere with any such street or road and any sewers drains pipes tubes cables wires and apparatus therein or thereunder and may subject to the provisions of this Part of this Act supply electricity for the purpose of working the trolley vehicles :

As to  
electrical  
works.

33 & 34 Vict.  
c. 78.

Provided that—

- (a) No posts poles standards or other apparatus shall be erected on the carriageway of any street or road except with the consent of the Minister;  
(b) All trolley vehicle apparatus placed or laid on in under or over any street or road shall

A.D. 1937.

PART II.  
—cont.

be placed or laid in such position as the local authority of the district in which the street or road is situate and (if the local authority are not the road authority) the road authority may approve;

- (c) The route in or along which any apparatus is to be placed or erected for the purposes of connecting the trolley vehicle routes or any of them with a generating station shall be approved by the local authority of the district in which such apparatus is proposed to be placed or erected and (if the local authority are not the road authority) the road authority;
- (d) Any approval of a local or road authority under the foregoing provisoes (b) and (c) shall not be unreasonably withheld and any question whether or not any such approval is unreasonably withheld shall be determined by the Minister and if he determines that such approval is unreasonably withheld the same shall be deemed to have been given but the Minister before giving his decision shall consult the authority and if they so desire afford them an opportunity of appearing before and being heard by one or more persons appointed for the purpose by the Minister;
- (e) If any trolley vehicle apparatus erected under this Act becomes in the opinion of the local authority of the district in which the same is situate or (if the local authority are not the road authority) of the road authority an obstruction to traffic or if owing to any alteration or proposed alteration of any street or road it becomes in the opinion of the local authority or the road authority necessary to alter the position of any trolley vehicle apparatus the Board shall if reasonably so required by such authority alter the position of such apparatus in such manner as the authority may reasonably direct and on completion of such alteration the authority shall pay to the Board the cost reasonably



incurred by them in making the same  
Any question between the Board and any  
local authority or road authority under this  
proviso shall be determined by the Minister.

A.D. 1937.

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PART II.  
—cont.

(2) The Board may also adapt or alter and use for the purpose of working trolley vehicles any posts poles standards brackets conductors tubes transformers mains cables feeders wires and other apparatus and equipment (in this section referred to as "tramway apparatus") already provided for working any existing tramway of the Board and notwithstanding anything in section 23 (Power to abandon tramway systems) of the Act of 1933 upon the abandonment of the tramway or part of a tramway for the working of which such tramway apparatus was provided the Board shall not be required nor shall any highway authority be entitled to give notice that they propose themselves to take up remove or dispose of any tramway apparatus so adapted or altered and used as aforesaid.

(3) The Board shall not place or permit to be placed on any post pole or standard erected under the powers of this section any advertisement other than advertisements giving information as to the services of the Board and the suburban passenger services of the amalgamated railway companies.

(4) In this section the expression "generating station" has the meaning assigned to it by section 25 of the Electric Lighting Act 1909 and the expression "suburban passenger services" has the meaning assigned to it by the Act of 1933.

9 Edw. 7.  
c. 34.

9.—(1) The following provisions of the Tramways Act 1870 (so far as the same are applicable for the purposes and are not inconsistent with the provisions of this Act) shall apply to the trolley vehicles and to the trolley vehicle apparatus authorised by this Act and for the purpose of such application such provisions shall be read and have effect as if such trolley vehicle apparatus were tramways as if the trolley vehicles were carriages used on tramways and as if the term "road" included in addition to the carriageway of any public highway the footways of the highway:—

Application  
of Tram-  
ways Act  
1870 to  
trolley  
vehicles.

Part II (relating to the construction of tram-  
ways) except sections 22 25 28  
and 29;

[Ch. xc.] *London Passenger Transport Act, 1937.* [1 EDW. 8. & 1 GEO. 6.]

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PART II.  
—cont.

- Section 41 (Tramways to be removed in certain cases);
- Section 46 (Byelaws by local authority Promoters may make certain regulations) so far as not repealed by the Act of 1933;
- Section 47 (Penalties may be imposed in bye-laws);
- Section 49 (Penalty for obstruction of promoters in laying out tramway);
- Section 51 (Penalty on passengers practising frauds on the promoters);
- Section 53 (Penalty for bringing dangerous goods on the tramway);
- Section 55 (Promoters or lessees to be responsible for all damages);
- Section 56 (Recovery of tolls penalties &c.);
- Section 57 (Right of user only);
- Section 60 (Reserving powers of street authorities to widen &c. roads); and
- Section 61 (Power for local or police authorities to regulate traffic in roads).

(2) For the purpose of such application the said section 41 of the said Act of 1870 shall be read and have effect as if the words "for the space of two years" were substituted therein for the words "for the space of three calendar months."

As to statutory obligations and rights to take a supply of electricity.

10.—(1) For the purposes of any statutory obligation and of any statutory right of the Board to take a supply of electricity for the purposes of any tramway or part of a tramway the route of which is comprised in any route along which the Board are authorised by this Act to run a service of trolley vehicles the corresponding part of such last mentioned route and the service of trolley vehicles run by the Board thereon shall—

- (a) during the continuance of the working of such tramway or part of a tramway for traffic be deemed to form part thereof; and

(b) from and after the abandonment of such tramway or part of a tramway or during the discontinuance of the working of the same for traffic be deemed to represent and be such tramway or part of a tramway. A.D. 1937.  
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PART II.  
—cont.

(2) So long as the Board are working a service of trolley vehicles on such corresponding part as aforesaid the Board shall for the purpose of subsection (4) of section 24 (Supply of electricity by local authorities) of the Act of 1933 be deemed not to have abandoned the working of such tramway or part of a tramway.

11.—(1) Where under the provisions of any previous enactment the Board are required to run on any existing tramway of the Board the route of which is comprised in any route along which the Board are authorised by this Act to run a service of trolley vehicles ~~a service of~~ carriages for artisans mechanics and daily labourers they shall (in case such tramway has been abandoned or is for the time being discontinued) be subject to the like obligation with respect to the corresponding part of such last mentioned route and to any new route in extension of such corresponding part. Workmen's services.

(2) Nothing in this section shall prejudice or affect the powers of the Board under section 23 (Power to abandon tramway systems) of the Act of 1933.

12. The following provisions of the Act of 1934 so far as they are applicable to the purposes and are not inconsistent with the provisions of this Act are incorporated with and form part of this Part of this Act and shall extend and apply to and for the purposes of this Act as fully and effectually as if such provisions had been re-enacted with any necessary modifications in this Part of this Act (that is to say):— Incorporation of provisions of Act of 1934 relating to trolley vehicles.

Section 8 (Board to have exclusive right of using trolley vehicle apparatus);

Section 9 (Trolley vehicles and apparatus to form part of undertaking);

Section 11 (Provisions as to motive power);

Section 12 (Byelaws);

Section 13 (Supply of electricity);

Section 15 (Approval of vehicles by Minister);

[Ch. xc.] *London Passenger Transport Act, 1937.* [1 EDW. 8. & I GEO. 6.]

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 PART II.  
 —cont.  
 5 & 6 Will. 4.  
 c. 50.

- Section 16 (Certification by Minister);
- Section 17 (Licence duties on trolley vehicles);
- Section 18 (Application of Highway Act 1835);
- Section 19 (Carriage of parcels and dogs);
- Section 20 (Passengers' luggage);
- Section 21 (Conveyance of mails);
- Section 22 (Restriction on carriage of goods and animals);
- Section 23 (Tramway regulations to apply to trolley vehicles);
- Section 24 (Board may appoint starting and stopping places);
- Section 25 (Attachment of signs indicating stopping places);
- Section 27 (Cloakrooms &c.);
- Section 28 (Penalty for injuring apparatus);
- Section 29 (As to making of byelaws by Board);
- Section 31 (Saving section 21 of Act of 1933).

PART III.

WORKS.

Power to make works.

**13.** Subject to the provisions of this Act the Board may make and maintain in the lines shown on the deposited plans and according to the levels shown on the deposited sections the new works in this Part of this Act described with all necessary and convenient buildings stations platforms sidings lay-bys booking halls lifts escalators inclines entrances steps stairs approaches shafts tunnels passages sewers drains pipes wires apparatus plant machinery appliances works and conveniences connected therewith or incidental thereto.

Description of new works.

**14.** The new works hereinbefore referred to and authorised by this Part of this Act are—

In the administrative counties of Middlesex and Hertford—

Work No. 1 A railway 2 miles 6 furlongs 9 chains or thereabouts in length situate in the borough of Hendon the urban district of Harrow the parish of Elstree in the rural district of Barnet

and the urban district of Bushey commencing in the borough of Hendon by a junction with Work No. 37 authorised by the Act of 1936 and terminating in the urban district of Bushey at or near the junction of Elstree Road with the Watford by-pass.

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PART III.  
—cont.

In the administrative county of Buckingham—

Work No. 2 A railway 0 miles 3 furlongs 6·75 chains or thereabouts in length situate wholly in the parish and rural district of Amersham commencing by a junction with the Metropolitan Railway (Aylesbury and Rickmansworth line) and terminating by a junction with the said Metropolitan Railway (Aylesbury and Rickmansworth line).

In the administrative county of London—

Work No. 3 A subway 0 miles 0 furlongs 2·27 chains or thereabouts in length situate wholly in the metropolitan borough of Islington commencing at the south end of the Highbury station of the Board (Great Northern and City Railway) and terminating under the frontage line of premises on the east side of Highbury Place.

Work No. 4 A subway 0 miles 0 furlongs 5·2 chains or thereabouts in length situate wholly in the metropolitan borough of St. Marylebone connecting the Marylebone station of the Board (Baker Street and Waterloo Railway) with the concourse of the Marylebone station of the London and North Eastern Railway Company.

Work No. 4A A subway 0 miles 0 furlongs 2·4 chains or thereabouts in length situate wholly in the metropolitan borough of St. Marylebone connecting two points in Work No. 4 hereinbefore described.

Work No. 5 An enlargement of the tunnel of the Baker Street and Waterloo Railway 0 miles 0 furlongs 0·57 chains or thereabouts in length situate wholly in the metropolitan borough of Lambeth commencing in the southbound running tunnel of the Baker Street and Waterloo Railway and terminating in the enlarged tunnel

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PART III.  
—cont.

containing the southbound and northbound tracks of the Baker Street and Waterloo Railway.

Work No. 6 A subway 0 miles 0 furlongs 2·67 chains or thereabouts in length situate wholly in the city of London commencing under Gracechurch Street and King William Street or one of them at or near the junction thereof with Fish Street Hill and terminating under King William Street in the subway leading from the Monument station of the Board (District Railway) to the Bank station of the Board (Edgware Highgate and Morden Railway).

Work No. 7 A subway 0 miles 0 furlongs 2·86 chains or thereabouts in length situate wholly in the city of London connecting the Liverpool Street station of the Board (Metropolitan Railway) with the platforms of the Liverpool Street station of the Board (Central London Railway).

Work No. 8 A subway 0 miles 0 furlongs 1·93 chains or thereabouts in length situate wholly in the royal borough of Kensington commencing in the Notting Hill Gate station of the Board (Metropolitan Railway) and terminating under Notting Hill Gate at or near the junction thereof with Church Street.

Work No. 8A A subway 0 miles 0 furlongs 4·17 chains or thereabouts in length situate wholly in the royal borough of Kensington commencing under Notting Hill Gate near the junction thereof with Church Street and terminating in the Notting Hill Gate station of the Board (Central London Railway).

Work No. 8B A variation of the Central London Railway 0 miles 0 furlongs 2·60 chains or thereabouts in length situate wholly in the royal borough of Kensington commencing at the western end of the eastbound station tunnel of the Notting Hill Gate station of the Board and terminating in the eastbound running tunnel of the Central London Railway such variation consisting of an enlargement and alteration of the tunnel of the said railway and an alteration of the levels of the said railway.

15. Subject to the provisions of this Act and (in the case of working by electrical power) to the provisions of any regulations to be made by the Minister the Board may work the traffic on the railways comprised in Works Nos. 1 and 2 authorised by this Act by steam or electrical or other motive power or wholly or partially by any one or more of those modes respectively.

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PART III.  
—cont.  
Motive power.

16.—(1) In the execution of any of the new works or any part of any of such works the Board may subject to the provisions of this Act deviate laterally from the lines thereof shown on the deposited plans to any extent within the limits of deviation.

Power to deviate laterally.

(2) Pursuant to the powers of lateral deviation conferred by this section Work No. 1 authorised by this Act may be constructed so as to commence by a junction with the Edgware Highgate and Morden Railway instead of by a junction with Work No. 37 authorised by the Act of 1936.

17.—(1) In the execution of any of the new works (other than the subways) or any part of any of such works the Board may subject to the provisions of this Act deviate vertically from the levels thereof marked on the deposited sections to any extent not exceeding five feet upwards and to such extent as may be found necessary or convenient downwards.

Power to deviate vertically.

(2) In the execution of any of the subways or any part of any of the subways the Board may subject to the provisions of this Act deviate vertically from the levels thereof marked on the deposited sections to such an extent as may be found necessary or convenient.

18. The Board shall as regards the subways and Works Nos. 5 and 8B authorised by this Act from time to time submit for the approval of the Minister plans sections and other details of their proposals with respect to (a) permanent way tunnels platforms stairs lifts escalators and other communications (b) rolling stock (c) lighting and (d) ventilation Any rolling stock and work included in the said proposals shall be constructed and maintained only in accordance with plans sections and other details as approved by the Minister.

Plans &c. to be approved by Minister before certain works commenced.

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PART III.

—cont.

Power to  
open surface  
of streets.

19.—(1) Subject to the provisions of this Part of this Act the Board may—

(a) for the purpose of constructing the subways enter upon open break up and interfere with so much of the surface of the following streets roads and places as is within the limits of deviation (that is to say):—

In the metropolitan borough of Islington—

Highbury Place Highbury Crescent.

In the metropolitan borough of St. Marylebone—

Harewood Avenue.

In the city of London—

Eastcheap Fish Street Hill King William Street Gracechurch Street Old Broad Street Liverpool Street Broad Street Buildings.

In the royal borough of Kensington—

Notting Hill Gate Pembridge Gardens Church Street Uxbridge Street Newcombe Street.

(b) for the purpose of providing access to Works Nos. 3 and 8 authorised by this Act or either of them make and maintain permanent openings in the carriageways and footways on so much of the following streets roads and places as is within the limits of deviation (that is to say):—

In the metropolitan borough of Islington—

Highbury Place Highbury Crescent.

In the royal borough of Kensington—

Notting Hill Gate Pembridge Gardens.

(2) Before breaking up or interfering with any portion of the surface of the said streets roads and places under the powers of this section the Board shall give to the Minister not less than fourteen days' previous notice in writing of their intention so to do.



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PART III.  
—cont.

(b) a footpath in upon or over the lands numbered on the deposited plans 104 and 105 in the borough of Hendon.

The said footpaths are in this section referred to as "the new footpaths."

(2) The Board may stop up and cause to be discontinued as a footpath the footpath (in this section referred to as "the existing footpath") over the lands numbered on the plans deposited in relation to the Bill for the Act of 1936 with the clerk of the county council of the administrative county of Middlesex 16 17 18 and 6 in the borough of Hendon.

(3) Such stopping up and discontinuance of the existing footpath shall not take place until two justices shall have certified that the new footpaths have been completed to their satisfaction and are open for public use. As from the date of the said certificate all rights of way over or along the existing ~~footpath shall be extinguished and the Board may~~ (subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines along under or near to the railway) appropriate and use for the purposes of the undertaking the site of the existing footpath so far as the same is bounded on both sides by lands of the Board :

Provided that the Board shall make full compensation to all parties interested in respect of any private rights of way extinguished by virtue of this section and such compensation shall be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

(4) Each of the new footpaths shall when made and completed as aforesaid and unless otherwise agreed be maintained by and at the expense of the mayor aldermen and burgesses of the borough of Hendon.

(5) So much of section 25 (Power to divert footpaths and stopping up of footpaths) of the Act of 1936 as relates to the diversion and stopping up of the existing footpath or any portion thereof is hereby repealed.

20. The Board may stop up and discontinue so much of the respective public footpaths over the lands numbered on the deposited plans 2 4 5 and 7 in the urban district of Harrow as is within the limits of deviation and thereupon all rights of way over each such portion of footpath shall be extinguished but such portion of footpaths shall not be stopped up unless the Board are owners in possession of all houses and lands on both sides thereof except so far as the owners lessees and occupiers of those houses and lands may otherwise agree.

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PART III.  
—cont.

Power to  
stop up  
certain  
footpaths.

21.—(1) The Board may divert the public footpath over the lands numbered on the deposited plans 31 in the borough of Hendon in the manner shown upon the deposited plans and subject to the provisions of this Act may stop up and cause to be discontinued as a footpath so much of the existing footpath as is situate between the commencement and termination of the new portion of footpath.

Power to  
divert foot-  
path and  
stopping up  
of footpath.

(2) Such stopping up and discontinuance shall not take place until two justices shall have certified that the new footpath has been completed to their satisfaction and is open for public use. As from the date of the said certificate all rights of way over or along the said portion of the existing footpath shall be extinguished and the Board may (subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines along under or near to the railway) appropriate and use for the purposes of the undertaking the site of the portion of footpath stopped up so far as the same is bounded on both sides by lands of the Board:

Provided that the Board shall make full compensation to all parties interested in respect of any private rights of way extinguished by virtue of this section and such compensation shall be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

22.—(1) Subject to the provisions of this Act the Board may make in the lines shown on the deposited plans—

Power to  
make new  
footpaths  
and stop-  
ping up of  
footpath.

In the administrative county of Middlesex—

- (a) a footpath in upon or over the lands numbered on the deposited plans 1 102 and 103 in the borough of Hendon; and

23. The Board may make the bridge for carrying Work No. 1 authorised by this Act over the Watford by-pass (being the road numbered on the deposited plans 26 in the borough of Hendon) of any height not less than 16 feet 6 inches and with two spans each being not less than 44 feet.

As to bridge carrying Work No. 1 over Watford by-pass.

24. The Board may make the arches or super-structure of the bridges for carrying the undermentioned work authorised by this Act over the roads next hereinafter mentioned of any heights and spans not less than the heights and spans hereinafter mentioned in connection therewith respectively (that is to say):—

Height and span of other bridges.

No. on deposited plans.	Rural district and parish.	Description of road.	Height.	Span.
			ft. in.	ft. in.
WORK NO. 2				
2	Rural district and parish of Amersham	Rectory Road	14 4	19 8
3	Rural district and parish of Amersham	Station Road	16 6	29 9

25. The Board may make the roadway over the bridges by which the following roads will be carried over the undermentioned work authorised by this Act of such width between the fences thereof as the Board think fit not being less than the respective widths hereinafter mentioned in connection therewith respectively (that is to say):—

Width of roadways over bridges.

No. on deposited plans.	Borough or urban district.	Description of road.	Width of roadway.
			ft. in.
WORK NO. 1			
9	Borough of Hendon	Station Road	80 0
47	Borough of Hendon and urban district of Harrow	Elstree Hill	29 0

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PART III.  
—cont.  
Use of  
sewers for  
removing  
water.

26.—(1) The Board may subject to the provisions of this Act use for the discharge of any water pumped or found by them during the construction of the works any available stream or watercourse or any sewer or drain of the corporation of London the county council of any administrative county or the council of any county borough metropolitan borough or any county district (as the case may be) in or through which the works may be constructed or pass and for that purpose may lay down take up and alter conduits pipes and other works and make any convenient connections with any such stream watercourse sewer or drain within the limits of deviation :

Provided that the Board shall not make any opening into any such sewer or drain save in accordance with plans reasonably approved by and under the superintendence (if the same shall be given) of the corporation of London the county council of the administrative county or the council of the metropolitan borough or county district (as the case may be) in whom the sewer or drain shall be vested. Any question or difference arising under this subsection shall be settled by arbitration.

(2) The Board shall not make any opening in or discharge water directly into any sewer of the London County Council or into any sewer communicating therewith except with the consent of the London County Council (which consent shall not be unreasonably withheld) and subject to such reasonable conditions as to the making number and position of such openings the quantity of water to be discharged the time of such discharge and otherwise as may be prescribed by the London County Council.

(3) The Board shall not except with the consent of the Grand Union Canal Company discharge any water into any canal or canalised river forming part of the navigation of that company or into any feeder belonging to or under the control of the company or any stream flowing into any such canal canalised river or feeder but such consent shall not be unreasonably withheld and any question whether or not such consent is unreasonably withheld shall be referred to arbitration.

27. If any of the new works are not completed within the period expiring on the thirty-first day of October one thousand nine hundred and forty-two then on the expiration of that period the powers by this Act granted to the Board for making and completing the work which is not so completed or otherwise in relation thereto shall cease except as to so much thereof as is then completed.

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PART III.  
—cont.  
Period for completion of new works.

28.—(1) In addition to the provisions of the Acts incorporated herewith with respect to compensation for lands taken or injuriously affected the Board shall make compensation to the owner lessee and occupier of any land house or building which shall be injuriously affected by reason of the working of the subways (including the working of lifts escalators and any other works in connection with the subways) notwithstanding that no part of the property of such owner lessee or occupier is taken by the Board Provided that all claims for compensation under this section shall be made within two years from the date of the opening for public traffic of that portion of the works which is alleged to cause such injurious affection and shall be settled by a single arbitrator under and subject to the provisions of the Arbitration Acts save that where the parties do not concur in the appointment of an arbitrator the Minister shall have the powers of the court or a judge under section 5 of the Arbitration Act 1889 and subsection (2) of section 3 of the Arbitration Act 1934.

Compensation for damage by working subways.

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

29. The following provisions of the under-mentioned Acts so far as they are applicable to the purposes and are not inconsistent with the provisions of this Act are incorporated with and form part of this Part of this Act and shall extend and apply to and for the purposes of this Act as fully and effectually as if such provisions had been re-enacted with any necessary modifications in this Part of this Act (that is to say):—

Incorporation of provisions of Acts of 1934 and 1935 relating to works.

The Act of 1934—

Section 45 (Power to make trial borings);

Section 47 (Underpinning of houses near works);

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PART III.

—cont.

Section 52 (Walls of buildings to be made good);

Section 53 (Saving for general line of buildings);

Section 54 (Application of London Building Act);

The Act of 1935—

Section 28 (Works to form part of undertaking);

Section 29 (Board not liable to repair surface of roads level of which is not permanently altered);

and in particular (without prejudice to the generality of the foregoing provisions of this section) for the purposes of such extension and application the said section 54 of the Act of 1934 shall be read and have effect as if the words "the London Building Acts 1930 and 1935" were substituted for the words "the London Building Act 1930" and as if the words "the said London Building Acts" were substituted for the words "the said London Building Act."

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Geo. 5.

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25 & 26

Geo. 5.

c. xcii.

#### PART IV.

#### LANDS &C.

Power to  
take lands.

**30.**—(1) Subject to the provisions of this Act the Board may enter upon take and use all or any part of the lands delineated upon the deposited plans and described in the deposited book of reference which they may require for the purposes of the works or for any purpose connected with the undertaking.

(2) Without prejudice to the generality of the powers conferred upon the Board by subsection (1) of this section the Board may subject to the provisions of this Act enter upon take and use all or any part of the following lands:—

In the administrative county of Hertford—

(a) For the purpose of providing accommodation for works and conveniences in connection with Work No. 1 authorised by this Act the lands delineated upon the deposited plans and numbered 2 to 7 (inclusive) 9 9A 10 and 11 13 and 14 in the urban district of Bushey and described under the said numbers in the deposited book of reference.

In the administrative county of London—

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PART IV.  
—cont.

- (b) For the purpose of providing a substation in connection with the trolley vehicles of the Board the land delineated upon the deposited plans and numbered 9 in the metropolitan borough of Camberwell and described under the said number in the deposited book of reference;
- (c) For the purpose of improving the Camberwell garage of the Board the lands delineated upon the deposited plans and numbered 1 to 7 (inclusive) in the metropolitan borough of Camberwell and described under the said numbers in the deposited book of reference;
- (d) For the purpose of providing a substation in connection with the trolley vehicles of the Board the land delineated upon the deposited plans and numbered 1 in the metropolitan borough of Hackney and described under the said number in the deposited book of reference;
- (e) For the purpose of providing a substation in connection with the trolley vehicles of the Board and accommodation for works and conveniences in connection with Work No. 17 authorised by the Act of 1935 the lands delineated upon the deposited plans and numbered 1 to 3 (inclusive) in the city of London and described under the said numbers in the deposited book of reference;
- (f) For the purpose of improving the Gloucester Road station of the Board the lands delineated upon the deposited plans and numbered 1 to 8 (inclusive) 9A and 10 to 14 (inclusive) in the royal borough of Kensington and described under the said numbers in the deposited book of reference;
- (g) For the purpose of providing a substation in connection with the trolley vehicles of the Board the land delineated upon the deposited plans and numbered 2 in the metropolitan borough of Lambeth and described under the said number in the deposited book of reference;

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PART IV.  
—cont.

- (h) For the purpose of providing a substation in connection with the trolley vehicles of the Board the land delineated upon the deposited plans and numbered 1 in the metropolitan borough of Woolwich and described under the said number in the deposited book of reference;
- (i) For the purpose of providing a substation in connection with the trolley vehicles of the Board the land delineated upon the deposited plans and numbered 8 in the metropolitan borough of Camberwell and described under the said number in the deposited book of reference;
- (j) For the purpose of providing a substation in connection with the trolley vehicles of the Board the land delineated upon the deposited plans and numbered 1 in the metropolitan borough of Wandsworth and described under the said number in the deposited book of reference;
- (k) For the purpose of providing a substation in connection with the trolley vehicles of the Board the land delineated upon the deposited plans and numbered 1 in the metropolitan borough of Lewisham and described under the said number in the deposited book of reference;
- (l) For the purpose of providing a substation in connection with the trolley vehicles of the Board the land delineated upon the deposited plans and numbered 1 in the metropolitan borough of Stepney and described under the said number in the deposited book of reference;
- (m) For the purpose of improving the Wood Lane station of the Board the lands delineated upon the deposited plans and numbered 1 to 5 (inclusive) in the metropolitan borough of Hammersmith and described under the said numbers in the deposited book of reference;



- (n) For the purpose of improving the Liverpool Street station of the Board the lands delineated upon the deposited plans and numbered 14 and 15 in the city of London and described under the said numbers in the deposited book of reference;
- (o) For the purpose of providing a substation for the trolley vehicles of the Board the land delineated upon the deposited plans and numbered 1 in the metropolitan borough of Deptford and described under the said number in the deposited book of reference.

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PART IV.  
—cont.

In the administrative county of Middlesex—

- (p) For the purpose of improving the trolley vehicle depot of the Board at Fulwell the lands delineated upon the deposited plans and numbered 1 to 4 (inclusive) in the urban district of Teddington and described under the said numbers in the deposited book of reference;
- (q) For the purpose of improving the Northwick Park station of the Board the lands delineated upon the deposited plans and numbered 1 to 10 (inclusive) in the urban district of Wembley and described under the said numbers in the deposited book of reference;
- (r) For the purpose of providing accommodation for works and conveniences in connection with Work No. 1 authorised by the Act of 1935 the land delineated upon the deposited plans and numbered 13 in the urban district of Harrow and described under the said number in the deposited book of reference;
- (s) For the purpose of improving the Ickenham station of the Board the lands delineated upon the deposited plans and numbered 13 and 14 in the urban district of Uxbridge and described under the said numbers in the deposited book of reference.

(3) Subject to the provisions of this Act the Board may enter upon use and appropriate so much of the subsoil and undersurface of any common or commonable

A.D. 1937. lands public street road footway or place delineated upon the deposited plans and described in the deposited book of reference as shall be necessary for the purposes of the works authorised by the section of this Act of which the marginal note is "Power to make works" or for railway works connected with the undertaking without being required to purchase the same or any easement therein or thereunder or to make any payment therefor.

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PART IV.

—cont.

As to use of certain lands.

**31.** Notwithstanding anything in the Act of 1933 or any other enactment relating to the Board or the undertaking the Board may use the land delineated upon the deposited plans and numbered 1 in the borough of Southgate and described under the said number in the deposited book of reference for any purpose connected with the undertaking.

Restriction on taking surface of certain open spaces.

**32.** Notwithstanding anything in this Act the Board shall not enter upon take or use the surface of the land numbered on the deposited plans 1 in the metropolitan borough of Islington.

As to use of streets &c. for permanent openings.

**33.** The Board shall not be required to purchase any part of the surface or undersurface of any street road or place or any carriageway or footway in which they are authorised by this Act to make or maintain any permanent opening or any easement in or through the same or to make any payment in respect of such permanent opening or for interfering with the surface or undersurface of such street road place carriageway or footway.

Provisions as to cellars under streets not referenced.

**34.** Nothing in this Act shall authorise the Board to enter upon take or use (except by agreement) any cellar or vault in or under any street belonging to or connected with any building unless such cellar or vault or the building with which it is connected is described in the deposited book of reference.

Board may acquire certain easements compulsorily.

**35.** Notwithstanding anything in this Act the Board may purchase and acquire an easement or right of constructing maintaining renewing and using or removing the works in under or over any railways rivers and navigations without the Board being obliged or compellable to purchase any greater interest in under or over the same respectively and the provisions of the

Lands Clauses Acts with respect to lands shall extend and apply to such easement or right as if the same were lands within the meaning of those Acts.

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PART IV.  
—cont.

**36.** With respect to the lands delineated upon the deposited plans (other than public streets roads or places or carriageways or footways) which are described or referred to in the First Schedule to this Act notwithstanding anything contained in this Act or shown on the deposited plans the Board shall not be required to purchase or take the same or any part of the surface thereof or any houses buildings or premises thereon or any cellar vault arch or other construction held or connected therewith but the Board instead of purchasing and taking the same may purchase and take an easement or right of using the subsoil and undersurface of any such lands and if the Board require to take use and pull down or open any such cellar vault arch or other construction they may purchase take and use and the owners of and other persons interested in any such cellar vault arch or other construction shall sell the same for the purposes of the undertaking and the provisions of the Lands Clauses Acts with respect to lands shall (subject to the provisions of this Act) extend and apply to such easement or right of user and to any such cellar vault arch or other construction as if the same were lands within the meaning of those Acts except that the purchase of any such easement or right or of any such cellar vault arch or other construction shall not in any case be deemed to be the purchase of a part of a house or other building or manufactory within the meaning of section 92 of the Lands Clauses Consolidation Act 1845.

Owners may be required to grant easements only under certain properties.

**37.** And whereas in the construction of the works or otherwise in the exercise by the Board of the powers of this Act it may happen that portions only of certain properties shown or partly shown on the deposited plans will be sufficient for the purposes of the Board and that such portions or some other portions less than the whole can be severed from the remainder of the said properties without material detriment thereto therefore the following provisions shall have effect (that is to say):—

Owners may be required to sell parts only of certain properties.

- (1) The owner of and persons interested in any of the properties whereof the whole or part

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PART IV.  
—cont.

is described in the Second Schedule to this Act and whereof a portion only is required for the purposes of the Board or each or any of them are hereinafter in this section included in the term "the owner" and the said properties are hereinafter in this section referred to as "the scheduled properties":

- (2) If for twenty-one days after the service of notice to treat in respect of a specified portion of any of the scheduled properties the owner shall fail to notify in writing to the Board that he alleges that such portion cannot be severed from the remainder of the property without material detriment to such remainder he may be required to sell and convey to the Board such portion only without the Board being obliged or compellable to purchase the whole the Board paying for the portion so taken and making compensation for any damage sustained by the owner by severance or otherwise:
- (3) If within such twenty-one days the owner shall by notice in writing to the Board allege that such portion cannot be so severed the tribunal shall in addition to the other questions required to be determined by it determine whether the whole of the portion of the scheduled property specified in the notice to treat can be severed from the remainder without material detriment to such remainder and if not whether any and what other portion (which may include part of the portion in respect of which such notice to treat was served) of such scheduled properties can be so severed:
- (4) If the tribunal determines that the whole of the portion of the scheduled property specified in the notice to treat or any such other portion as aforesaid can be severed from the remainder without material detriment to such remainder the owner may be required to sell and convey to the Board the portion so determined to be severable without the Board being obliged or compellable to purchase the whole of such scheduled property the Board paying such

sum for the portion taken by them including compensation for any damage sustained by the owner by severance or otherwise as shall be awarded by the tribunal :

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PART IV.  
—cont.

- (5) If the tribunal determines that the whole of the portion of the scheduled property specified in the notice to treat can notwithstanding the allegation of the owner be severed from the remainder without material detriment to such remainder the tribunal may in its absolute discretion determine and order that the costs charges and expenses incurred by the owner incident to the determination of any matters under this section shall be borne and paid by the owner :
- (6) If the tribunal determines that the whole of the portion of the scheduled property specified in the notice to treat cannot be severed from the remainder without material detriment to such remainder (and whether or not it shall determine that any other portion can be so severed) the Board may withdraw their notice to treat and thereupon they shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice :
- (7) If the tribunal determines that the portion of the scheduled property specified in the notice to treat cannot be severed from the remainder without material detriment to such remainder but that any such other portion as aforesaid can be so severed such notice to treat shall be construed and read as if such other portion as aforesaid had been substituted therein for the portion originally specified therein and the Board may withdraw such notice to treat and thereupon shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice but if the Board shall not withdraw such notice they shall pay to the owner so much of all costs charges and expenses reasonably and properly incurred

A.D. 1937.

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PART IV.  
—cont.

by him in consequence of such notice as the tribunal shall having regard to the circumstances of the case think fit and its determination thereon shall be final.

The provisions of this section shall be in force notwithstanding anything in the Lands Clauses Consolidation Act 1845 and nothing in or done under this section shall be held as determining or as being or implying an admission that any of the scheduled properties or any part thereof is or is not or but for this section would or would not be subject to the provisions of section 92 of that Act.

The provisions of this section shall be stated in every notice given thereunder to sell and convey any premises.

Period for compulsory purchase of lands &c.

**38.** The powers of the Board for the compulsory purchase of lands and easements under or for the purposes of this Act shall cease after the thirty-first day of October one thousand nine hundred and forty.

Compensation in case of recently altered building &c.

**39.** In settling any question of disputed purchase money or compensation payable under this Act by the Board the tribunal shall not award any sum of money for or in respect of any improvement alteration or building made or for or in respect of any interest in the lands created after the thirty-first day of October one thousand nine hundred and thirty-six if in the opinion of the tribunal the improvement alteration or building or the creation of the interest in respect of which the claim is made was not reasonably necessary and was made or created with a view to obtaining or increasing compensation under this Act.

As to shops &c. under public streets in administrative county of London.

**40.** The Board shall not under any part of any public street within the administrative county of London used or appropriated under the powers of this Act construct or permit to be constructed any shop stall shop front or other similar erection (other than newspaper tobacco or sweets shops or stalls telephone boxes or show cases) without the previous consent in the case of a part of a public street in the city of London of the corporation of London or in any other case of the council of the metropolitan borough in which the part of the public street is situate :

Provided that nothing in this section shall be deemed to derogate from the powers conferred upon the London County Council by the London Building Acts 1930 and 1935.

A.D. 1937.  
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PART IV.  
—cont.

41. The following provisions of the Act of 1934 so far as they are applicable to the purposes and are not inconsistent with the provisions of this Act are incorporated with and form part of this Part of this Act and shall extend and apply to and for the purposes of this Act as fully and effectually as if such provisions had been re-enacted with any necessary modifications in this Part of this Act (that is to say):—

Incorporation of provisions of Act of 1934 relating to lands.

Section 61 (As to entry on land after notice to treat);

Section 62 (Persons authorised to convey lands may grant easements);

Section 64 (Power to Board to enter upon property for survey and valuation &c.);

Section 66 (As to private rights of way over lands taken compulsorily).

## PART V.

### EXTENSION OF TIME.

42. The periods now respectively limited for the compulsory purchase or taking of lands houses buildings and other property and easements—

Extensions of time granted by Acts of 1930 and 1931 for purchase of certain lands &c. 20 & 21 Geo. 5. c. lxxxviii.

(a) By the London Electric Metropolitan District Central London and City and South London Railway Companies Act 1930 for the purposes of or in connection with Subway No. 11 and the booking hall (Work No. 8) by that Act authorised as extended by the Act of 1934; and

(b) By the London Electric Metropolitan District and City and South London Railway Companies Act 1931 for the purposes of or in connection with Work No. 4 authorised by Part V of that Act as extended by the Act of 1934; and

21 & 22 Geo. 5. c. xxxiii.

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PART V.

—cont.

21 & 22

Geo. 5.

c. cxii.

(c) By the London Electric Metropolitan District and Central London Railway Companies (Works) Act 1931—

(i) for the purposes of or in connection with Railways Nos. 1 2 and 3 and Subway No. 1 by that Act authorised; and

(ii) with respect to the lands houses buildings and other property in the metropolitan borough of Holborn described in section 13 (Additional lands) of that Act;

as extended by the Act of 1934; and

(d) By the Act of 1934 for the purpose of providing access to the booking hall (Work No. 8) authorised by the London Electric Metropolitan District Central London and City and South London Railway Companies Act 1930 or for any purpose connected with the undertaking;

are hereby extended and shall continue in force and may be exercised until but shall cease after the thirty-first day of October one thousand nine hundred and forty except so far as such powers shall then have been exercised.

Extension of time for completion of certain works authorised by Acts of 1930 and 1931.

**43.** The periods now respectively limited for the completion of the following works:—

(a) By the London Electric Metropolitan District Central London and City and South London Railway Companies Act 1930 for Subway No. 11 and the booking hall (Work No. 8) by that Act authorised and the works connected therewith or incidental thereto respectively; and

(b) By the London Electric Metropolitan District and Central London Railway Companies (Works) Act 1931 for Railways Nos. 1 and 2 and Subway No. 1 by that Act authorised and the works connected therewith or incidental thereto respectively;

as extended by the Act of 1934 are hereby extended and shall continue in force and may be exercised until but shall cease after the thirty-first day of October



one thousand nine hundred and forty-four except as to so much of the said works as shall then be completed.

A.D. 1937.

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PART V.  
—cont.

## PART VI.

### FARES RATES AND CHARGES.

44.—(1) The provisions of any previous enactment regulating the fares chargeable by the Board for the conveyance of passengers on any existing tramway of the Board or any part of such tramway shall extend and apply to the conveyance of passengers on the trolley vehicles along the route of such tramway or part thereof as if the passengers so conveyed had been conveyed on such tramway or part thereof as the case may be.

Fares for passengers on trolley vehicles of Board.

(2) Except as otherwise provided by subsection (1) of this section or by any previous enactment relating to any trolley vehicle route of the Board authorised before the passing of this Act the Board may demand and take for every passenger conveyed on any trolley vehicle of the Board (including every expense incidental to such conveyance) a fare not exceeding one penny per mile and in computing the said fare any fraction of a mile shall be deemed a mile Provided that (except as aforesaid)—

(a) the Board may appoint stages for their trolley vehicles each stage being as nearly as conveniently may be half a mile in length and may demand and take for every passenger travelling on any trolley vehicle of the Board (including every expense incidental to the conveyance of such passenger) any fare not exceeding one penny for each two consecutive stages (or portion of that distance) travelled and for this purpose the fraction of a stage shall be deemed to be a stage; and

(b) in no case shall the Board be bound to charge a less fare than twopence.

(3) Where any two or more trolley vehicle routes of the Board are worked as a continuous route such trolley vehicle routes shall for the purpose of calculating fares and appointing stages be considered as one route :

A.D. 1937.

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PART VI.  
—cont.

Provided that in no case (except in pursuance of subsection (1) of this section or of any previous enactment relating to any trolley vehicle route of the Board authorised before the passing of this Act) shall the Board be bound to charge, in respect of the entire distance over which the conveyance takes place a less fare than twopence.

(4) Except as otherwise provided by subsection (1) of this section or by any previous enactment relating to any trolley vehicle route of the Board authorised before the passing of this Act the Board may charge for the conveyance of artisans mechanics and daily labourers travelling on any trolley vehicle of the Board between the hours and on the days during and on which the Board are required by any previous enactment or by this Act to provide a service of trolley vehicles for such persons return fares not exceeding the single fares authorised by this section to be charged for the conveyance of ordinary passengers travelling the single journey with a minimum return fare of twopence.

Payment  
of fares and  
charges in  
respect of  
trolley  
vehicles.

45. The fares and charges authorised by this Act or by any enactment applied by this Act to be demanded and taken by the Board in respect of their trolley vehicles shall be paid to such persons and at such places and in such manner and under such regulations as the Board may appoint.

Fares rates  
and charges  
in respect of  
railways.

46.—(1) Subject to the provisions of this section for the purpose of demanding and recovering tolls fares rates and charges the railway comprised in—

- (a) Work No. 1 authorised by this Act shall be deemed to form part of so much of the Edgware Highgate and Morden Railway as was authorised by the Charing Cross Euston and Hampstead Railway Acts 1893 to 1905;
- (b) Work No. 2 authorised by this Act shall be deemed to form part of the Metropolitan Railway.

(2) For the purpose of computing the fare for any passenger conveyed on any railway comprised in the new works or partly on such railway and partly on any other railway or railways of the Board a fraction of a mile shall be deemed to be a mile.

(3) Where passengers are conveyed partly on any railway comprised in the new works and partly on any other railway or railways of the Board the whole of such railways shall for the purpose of short distance fares be considered as one railway but the Board shall not be bound to charge in respect of any passenger a fare which is less than the highest minimum fare which is chargeable on any of the railways over which the journey is made.

A.D. 1937.  
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PART VI.  
—cont.

47. No passenger travelling in a carriage over the railway comprised in Work No. 1 authorised by this Act may take with him personal luggage exceeding twenty-eight pounds in weight.

As to passengers' luggage.

48. The Board shall not be bound to provide first class accommodation in any carriage proceeding over the railway comprised in Work No. 1 authorised by this Act.

First class carriages.

49. The provisions of subsection (1) of section 29 (Revision of fares of the Board) of the Act of 1933 shall apply to fares charged or chargeable by the Board under this Part of this Act or under any enactment applied by this Part of this Act and an order under that section shall have effect notwithstanding anything in this Part of this Act or in any enactment applied by this Part of this Act limiting or regulating the fares to be charged by the Board.

Application of section 29 of Act of 1933.

50. Section 46 (Fares on special trolley vehicles) of the Act of 1935 so far as it is applicable to the purposes and is not inconsistent with the provisions of this Act is incorporated with and forms part of this Part of this Act and shall extend and apply to and for the purposes of this Act as fully and effectually as if the said section had been re-enacted with any necessary modifications in this Part of this Act.

Incorporation of provision of Act of 1935 relating to fares rates and charges.

PART VII.

PROTECTIVE PROVISIONS.

51. Notwithstanding anything in this Act the Board shall not except with the consent in writing of the Postmaster-General acquire any interest of the Postmaster-General in the lands delineated upon the deposited plans and numbered 216 in the royal borough

For protection of Postmaster General.

A.D. 1937. of Kensington or any part thereof or any easement  
or right in such lands.

PART VII.

—cont.

For further  
protection  
of London  
County  
Council.

**52.** The following provision for the further protection of the London County Council (in this section called "the council") shall unless otherwise agreed in writing between the Board and the council have effect (that is to say):—

If the Board in the construction of the works Nos. 6 8 and 8A authorised by this Act alter damage or in any way interfere with the existing sewers of the council respectively known as the Low Level Sewer No. 1 the London Bridge Sewer and Reversion and the Middle Level Sewer No. 1 the Board shall—

- (a) from time to time pay to the council any additional cost to which the council may be put in the maintenance management or renewal of any new altered or substituted sewer which may be necessary in consequence of the construction of the said works; and
- (b) give to the council full free and uninterrupted access at all times to any such new altered or substituted sewer and every reasonable facility for the inspection maintenance alteration and repair thereof.

As to  
Highbury  
Fields.

**53.** The London County Council may sell and grant to the Board for the purposes of Work No. 3 and any works connected therewith or incidental thereto any easements or rights in or under the land numbered on the deposited plans 1 in the metropolitan borough of Islington and known as Highbury Fields and receive the purchase money or compensation to be paid by the Board to the London County Council for such easements or rights and give the Board a good and valid discharge therefor.

For protec-  
tion of cor-  
poration of  
London and  
of metro-  
politan  
borough  
councils.

**54.** For the protection of the corporation of London and of the mayor aldermen and councillors of every metropolitan borough in or through which the works will be constructed or pass (each of whom is in this section referred to as "the council") the following provisions shall (unless otherwise agreed

in writing between the Board and the council) have effect with reference to the exercise in the city of London or such borough (as the case may be) of the powers of this Act relating to the works (that is to say):—

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PART VII.  
—cont.

(1) In this section—

“highway” means a highway vested in or repairable by the council;

“consent” means consent in writing; and

“approve” or “approval” means approval in writing:

(2) Wherever in this section provision is made with respect to the consent or approval of the council such consent or approval may be given under the hand of the town clerk subject to such reasonable terms and conditions as the council may require but shall not be unreasonably withheld:

(3) Before commencing to construct any part of the works which will involve interference with a highway the Board shall consult the council as to the time when such part shall be commenced and as to the extent of the surface of the highway that it may be reasonably necessary for the Board to occupy in the construction of such part and as to the conditions under which such part shall be constructed so as to reduce so far as possible inconvenience to the public and such part shall not be constructed and the surface of the highway shall not be occupied by the Board except at the time to the extent and in accordance with conditions agreed between the Board and the council or in default of agreement settled by arbitration:

(4) In the construction of any part of the works under a highway no part thereof shall (except with the consent of the council) be so constructed as to interfere with the provision of proper means of drainage of the surface of any highway nor (except in the case of any permanent opening authorised by this Act and in other cases except with such

A.D. 1937.

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PART VII.  
—cont.

consent as aforesaid) be nearer than two feet six inches to the surface of any highway :

- (5) At least seven days before commencing any vertical borings from the surface of any part of any highway the Board shall serve notice in writing on the council of their intention to commence the same and such notice shall describe the place or places at which such borings are intended to be made and if within seven days after the service of such notice any objection is made by the council the matter shall (unless otherwise agreed) be settled by arbitration before the boring is commenced but if no such objection is made the said borings may be proceeded with :
- (6) Except as by this Act expressly authorised or with the consent of the council the Board shall not open or make any permanent openings or any ventilators air shafts or other similar openings in or erect or construct any structure or erection above the surface of the carriageway or footway of any highway :
- (7) The works so far as they involve any serious interference with the movement of traffic in any highway shall after the commencement thereof be carried on so far as reasonably practicable continuously day and night and the Board shall take all such steps as may be reasonably necessary to reduce so far as possible the period of such interference :
- (8) The works under or affecting any highway shall be constructed and maintained by the Board so as at all times to support not only the ordinary traffic and any exceptional traffic lawfully using the highways but also any apparatus which the council or their contractors may reasonably use for repairing the highways and the Board shall indemnify the council against and make good to them all costs and expenses the council may reasonably incur or be put to in the maintenance or repair of any highway by reason of any defect or insufficiency of the strength of the works or any

neglect properly and effectually to construct and maintain the same as aforesaid :

A.D. 1937.

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PART VII.

—cont.

- (9) It shall be lawful for the engineer or surveyor or other officer of the council duly appointed for the purpose at all reasonable times to enter upon and inspect any part of the works in or under any highway or that may affect any property of the council during the execution thereof and the Board shall give to such engineer or surveyor or officer all reasonable facilities for such inspection and if he shall be of opinion that the construction of the works is attended with danger to any highway or to any sewer drain or work belonging to or under the jurisdiction or control of the council the Board shall adopt such measures and precautions as may be reasonably necessary for the purpose of preventing any damage or injury thereto and any difference arising under this subsection shall be referred to arbitration :
- (10) The Board shall not alter disturb or in any way interfere with any sanitary convenience refuge sewer drain lamp column or other property or work of the council or under their control or repairable by them or the access thereto without the consent of the council and any alteration diversion replacement or reconstruction of any such sanitary convenience refuge sewer drain lamp column or other property or work that may be necessary shall be made by the council or the Board as the council shall think fit and any costs and expenses reasonably incurred by the council in so doing shall be repaid to the council by the Board :
- (11) The Board shall not remove any soil or material from any highway except such as must be excavated in the carrying out of the works :
- (12) The Board shall not except with the consent of the council deposit any soil subsoil or materials or stand any vehicle or plant on any highway so as to obstruct the use of such highway by any person or except with the like

A.D. 1937.

PART VII.  
—cont.

consent deposit any soil or subsoil on any such highway except within a hoarding :

- (13) The Board shall not discharge any water from any of the works into any sewer or drain vested in or under the control of the council except with the consent of the council and subject to such terms and conditions (including the taking of steps to remove so far as may be reasonably practicable from water so discharged any gravel soil or other solid substance or matter in suspension) as the council may reasonably impose :
- (14) Where any part of any highway shall have been broken up or disturbed by the Board the Board shall make good the subsoil foundations and surface of such part of the highway to the reasonable satisfaction of the council Provided that the reinstatement of such part of the highway shall in the first instance be of a temporary nature only and the permanent reinstatement thereof shall be carried out by the council and the reasonable cost incurred by the council in so doing shall be repaid by the Board to the council :
- (15) It shall not be lawful for the Board to place any hoardings on any part of any highway except for such period as may be necessary and then only in such manner as shall be reasonably necessary and no such hoarding shall be erected except under the provisions of the Metropolis Management Act 1855 or any amendment thereof and the Board shall not exhibit or permit to be exhibited upon any such hoarding as aforesaid any advertisement or placard which is visible from any highway or public open space in the city or borough (except advertisements or placards giving information as to the services of the Board and of the amalgamated railway companies and general information relating to the undertaking) unless the same shall have been approved by the council :
- (16) The Board shall make compensation to the council for any subsidence of or damage to any

18 & 19 Vict.  
c. 120.



highway or any sanitary convenience refuge sewer drain lamp column or other property or work of the council or under their control or repairable by them which may be caused by or in consequence of any act or default of the Board their contractors servants or agents and whether such damage or subsidence shall happen during the construction of the works or at any time thereafter :

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PART VII.

—cont.

(17) Any difference which may arise from time to time under the provisions of this section between the council and the Board shall be settled by arbitration :

(18) Any other provisions of this Act which are inconsistent with the provisions of this section shall not apply to or in relation to the council or such city or borough as aforesaid but nothing in this subsection shall derogate from the provisions of this Act enuring for the protection of any other authority.

**55.** For the protection of the county council of every administrative county the mayor aldermen and burgesses of every borough and the urban or rural district council of every urban or rural district in or through which the works (other than those situate in the administrative county of London) will be constructed or pass (each of whom is in this section referred to as "the council") the following provisions shall (unless otherwise agreed in writing between the Board and the council) have effect with reference to the exercise in such administrative county or county district (as the case may be) of the powers of this Act relating to the works (that is to say) :—

For protec-  
tion of  
certain  
authorities.

(1) In this section—

“ highway ” means a highway vested in the council ;

“ consent ” means consent in writing ; and

“ approve ” or “ approval ” means approval in writing :

(2) Wherever in this section provision is made with respect to the consent or approval of the council such consent or approval may be given

A.D. 1937.

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PART VII.

—cont.

under the hand of the town clerk or the clerk to the council (as the case may be) subject to such reasonable terms and conditions as the council may require but shall not be unreasonably withheld :

- (3) Before commencing to construct any part of the works which will involve interference with a highway the Board shall consult the council as to the time when such part shall be commenced and as to the extent of the surface of the highway that it may be reasonably necessary for the Board to occupy in the construction of such part and as to the conditions under which such part shall be constructed so as to reduce so far as possible inconvenience to the public and such part shall not be constructed and the surface of the highway shall not be occupied by the Board except at the time to the extent and in accordance with conditions agreed between the Board and the council or in default of agreement settled by arbitration :
- (4) In the construction of any part of the works under a highway no part thereof shall (except with the consent of the council) be so constructed as to interfere with the provision of proper means of drainage of the surface of any highway :
- (5) At least seven days before commencing any vertical borings from the surface of any part of any highway the Board shall serve notice in writing on the council of their intention to commence the same and such notice shall describe the place or places at which such borings are intended to be made and if within seven days after the service of such notice any objection is made by the council the matter shall (unless otherwise agreed) be settled by arbitration before the boring is commenced but if no such objection is made the said borings may be proceeded with :
- (6) The works so far as they involve any serious interference with the movement of traffic in any highway shall after the commencement

thereof be carried on so far as reasonably practicable continuously day and night and the Board shall take all such steps as may be reasonably necessary to reduce so far as possible the period of such interference :

A.D. 1937.

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PART VII.  
—cont.

- (7) The works under any highway shall be constructed and maintained by the Board so as at all times to support not only the ordinary traffic and any exceptional traffic lawfully using the highways but also any apparatus which the council or their contractors may reasonably use for repairing the highways and the Board shall indemnify the council against and make good to them all costs and expenses the council may reasonably incur or be put to in the maintenance or repair of any highway by reason of any defect or insufficiency of the strength of the works under such highway or any neglect properly and effectually to construct and maintain the same as aforesaid :
- (8) It shall be lawful for the engineer or surveyor or other officer of the council duly appointed for the purpose at all reasonable times to enter upon and inspect any part of the works in or under any highway or that may affect any property of the council during the execution thereof and the Board shall give to such engineer or surveyor or officer all reasonable facilities for such inspection and if he shall be of opinion that the construction of the works is attended with danger to any highway or to any sewer drain or work belonging to or under the jurisdiction or control of the council the Board shall adopt such measures and precautions as may be reasonably necessary for the purpose of preventing any damage or injury thereto and any difference arising under this subsection shall be referred to arbitration :
- (9) The Board shall not alter disturb or in any way interfere with any sanitary convenience refuge sewer drain lamp column or other property or work of the council or under their control or repairable by them or the access thereto without the consent of the council and

A.D. 1937.

PART VII.  
—cont.

any alteration diversion replacement or reconstruction of any such sanitary convenience refuge sewer drain lamp column or other property or work that may be necessary shall be made by the council or the Board as the council shall think fit and any costs and expenses reasonably incurred by the council in so doing shall be repaid to the council by the Board :

- (10) The Board shall not remove any soil or material from any highway except such as must be excavated in the carrying out of the works :
- (11) The Board shall not discharge any water from any of the works into any sewer or drain vested in or under the control of the council except with the consent of the council and subject to such terms and conditions (including the taking of steps to remove so far as may be reasonably practicable from water so discharged any gravel soil or other solid substance or matter in suspension) as the council may reasonably impose :
- (12) Where any part of any highway shall have been temporarily broken up or disturbed by the Board the Board shall make good the subsoil foundations and surface of such part of the highway to the reasonable satisfaction of the council Provided that the reinstatement of such part of the highway shall in the first instance be of a temporary nature only and the permanent reinstatement thereof shall be carried out by the council on notice being given by the Board so to do and the reasonable cost incurred by the council in so doing shall be repaid by the Board to the council :
- (13) It shall not be lawful for the Board to place any hoardings on any part of any highway except for such period as may be necessary and then only in such manner as shall be reasonably necessary and the Board shall not exhibit or permit to be exhibited upon any such hoarding as aforesaid any advertisement or placard which is visible from any highway

or public open space in the administrative county or county district as the case may be (except advertisements or placards giving information as to the services of the Board and of the amalgamated railway companies and general information relating to the undertaking) unless the same shall have been approved by the council:

A.D. 1937.

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PART VII.  
—cont.

- (14) The Board shall make compensation to the council for any subsidence of or damage to any highway or any sanitary convenience refuge sewer drain lamp column or other property or work of the council or under their control or repairable by them which may be caused by or in consequence of any act or default of the Board their contractors servants or agents and whether such damage or subsidence shall happen during the construction of the works or at any time thereafter:
- (15) Any difference which may arise from time to time under the provisions of this section between the council and the Board shall be settled by arbitration:
- (16) Any other provisions of this Act which are inconsistent with the provisions of this section shall not apply to or in relation to the council or such administrative county or county district as aforesaid but nothing in this subsection shall derogate from the provisions of this Act enuring for the protection of any other authority.

**56.**—(1) The Board in the exercise of the powers of this Act shall not alter disturb or in any way interfere with any sewer or drain of the urban district council of Wembley or under their control or repairable by them or the access thereto without the consent of the said council which may be given subject to such reasonable terms and conditions as the said council may require but shall not be unreasonably withheld and any alteration diversion replacement or reconstruction of any such sewer or drain which may be necessary shall be made by the said council or the Board as the said council shall think fit and any costs and expenses reasonably

For protec-  
tion of  
Wembley  
Urban  
District  
Council.

A.D. 1937. incurred by the said council in so doing shall be repaid to the said council by the Board.

PART VII.  
—cont.

(2) Any dispute or difference which may arise between the Board and the said council under this section shall be settled by arbitration.

For protec-  
tion of West  
Kent Main  
Sewerage  
Board.

57. For the protection of the West Kent Main Sewerage Board (in this section called "the West Kent Board") the following provisions shall unless otherwise agreed in writing between the Board and the West Kent Board have effect (namely):—

- (1) For the purposes of section 31 of the Tramways Act 1870 as applied by the section of this Act of which the marginal note is "Application of Tramways Act 1870 to trolley vehicles" the word "district" shall be deemed to include the West Kent Main Sewerage District:
- (2) For the purposes of such application as aforesaid of the said section 31 in relation to the placing or erecting of trolley vehicle apparatus or any work connected therewith in Downham Way Baring Road and Chinbrook Road in the metropolitan borough of Lewisham the particulars to accompany any notice given by the Board to the West Kent Board under the said section shall include a plan and section of the trolley vehicle apparatus or other works to which the notice relates and shall show how (if at all) it is proposed to alter the sewers apparatus or works of the West Kent Board:
- (3) The provisions of sections 32 and 33 of the Tramways Act 1870 shall be applicable in the case of any sewer of the West Kent Board as if the same were a pipe for the supply of gas or water:
- (4) The provisions of section 91 (For protection of gas water and electricity undertakers) of the Act of 1934 as extended and applied to and for the purposes of this Act by the section of this Act of which the marginal note is "Incorporation of protective provisions of Acts of 1934 and 1935" shall be applicable in the case of any sewer or other work of the West Kent Board as if the West Kent Board

were undertakers and such sewer or other work were apparatus within the meaning of the said section 91 as so extended and applied.

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—  
PART VII.  
—cont.

**58.** The following provisions for the protection of the London and North Eastern Railway Company (in this section referred to as "the company") shall notwithstanding anything in this Act and unless otherwise agreed in writing between the Board and the company apply and have effect:—

For protection of London and North-Eastern Railway Company.

- (1) The Board shall not enter upon take or use any lands belonging or leased to the company or any easement or right therein without the previous consent in writing of the company but such consent shall not be unreasonably withheld and if such consent is decided by an arbitrator to have been unreasonably withheld the same shall be deemed to have been given :
- (2) The Board shall not construct any of the works so far as the same are to be constructed in or under or in any way affecting any property belonging or leased to the company except in accordance with such terms and conditions and such plans sections and specifications as shall previously be agreed between the Board and the company or in default of agreement be settled by arbitration :
- (3) Any difference which shall arise between the Board and the company under this section shall be settled by arbitration.

**59.** The following provisions for the protection of the Great Western Railway Company (in this section referred to as "the company") shall notwithstanding anything in this Act and unless otherwise agreed in writing between the Board and the company apply and have effect:—

For protection of Great Western Railway Company.

- (1) The Board shall not enter upon take or use any lands belonging or leased to the company or any easement or right therein without the previous consent in writing of the company but such consent shall not be unreasonably withheld and if such consent is decided by an arbitrator

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PART VII.  
—cont.

to have been unreasonably withheld the same shall be deemed to have been given :

- (2) The Board shall not construct any of the works so far as the same are to be constructed in or under or in any way affecting any property belonging or leased to the company except in accordance with such terms and conditions and such plans sections and specifications as shall previously be agreed between the Board and the company or in default of agreement be settled by arbitration :
- (3) Any difference which shall arise between the Board and the company under this section shall be settled by arbitration.

For protection of London Midland and Scottish Railway Company.

**60.** The following provisions for the protection of the London Midland and Scottish Railway Company (hereinafter in this section called "the company") shall unless otherwise agreed in writing between the Board and the company apply and have effect :—

The provisions of section 68 (For protection of certain railway companies) and section 95 (Arbitrations) of the Act of 1936 shall so far as applicable extend and apply to the construction of Work No. 3 authorised by this Act as if such work were one of the authorised works within the meaning of the said section 68.

For protection of Southern Railway Company and East London Railway Joint Committee.

**61.** The following provisions for the protection of the Southern Railway Company and of the East London Railway Joint Committee shall notwithstanding anything in this Act and unless otherwise agreed in writing between the Board and the company (as in this section defined) apply and have effect :—

- (1) In this section—

"the company" means in relation to the land delineated upon the deposited plans and numbered 1 in the metropolitan borough of Woolwich and any building or work erected or constructed thereon the Southern Railway Company and in relation to the land delineated upon the deposited plans and numbered 1 in the metropolitan borough



of Stepney and any building or work erected or constructed thereon the Southern Railway Company and the East London Railway Joint Committee;

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—  
PART VII.  
—cont.

“the said land” means the land first or secondly referred to in this subsection as the case may require:

- (2) The Board shall not enter upon take or use the said land without the previous consent in writing of the company but such consent shall not be unreasonably withheld and if such consent is decided by an arbitrator to have been unreasonably withheld the same shall be deemed to have been given:
- (3) The Board shall not erect or construct any building or work on the said land except in accordance with such terms and conditions and such plans sections and specifications as shall previously be agreed between the Board and the company or in default of agreement be settled by arbitration:
- (4) Any difference which shall arise between the Board and the company under this section shall be settled by arbitration.

**62.** The following provisions for the protection of the Grand Union Canal Company (in this section called “the company”) shall unless otherwise agreed in writing between the Board and the company have effect:—

For protec-  
tion of  
Grand  
Union Canal  
Company.

- (1) Before commencing the construction of such part of Work No. 1 authorised by this Act or any works connected therewith or incidental thereto as will be situate on the land now forming part of the company’s Little Aldenham reservoir and numbered 12 on the deposited plans the Board shall in accordance with plans sections and particulars previously submitted to and reasonably approved by the company construct and thereafter maintain in good and substantial repair all such proper embankments culverts pipes manholes and other works as the company may reasonably require for the purpose

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PART VII.  
—cont.

of securing that the waters now flowing into the said Little Aldenham reservoir shall—

(a) in case any part of that reservoir will remain available for use after the construction of the intended works flow into that part; or

(b) in case no part of that reservoir will remain available for use after the construction of the intended works flow into the existing culvert which is situate under Elstree Road and communicates with the company's main Aldenham reservoir :

(2) Any difference which shall arise between the Board and the company under this section shall be settled by arbitration.

For protec-  
tion of  
South  
Metropoli-  
tan Gas  
Company.

**63.** For the protection of the South Metropolitan Gas Company (in this section referred to as "the company") the following provisions shall unless otherwise agreed in writing between the Board and the company have effect (that is to say) :—

(1) For the purpose of the application of section 30 of the Tramways Act 1870 under the section of this Act of which the marginal note is "Application of Tramways Act 1870 to trolley vehicles" the said section shall have effect as if—

(a) the expression "mains or pipes for the supply of gas" included standards brackets lamps and other apparatus (in this section referred to as "apparatus"); and

(b) for the seven days notice mentioned in paragraph (1) of the said section there were substituted a three months notice :

(2) Notwithstanding anything in the said section 30 the company may within fourteen days after the receipt of a notice by the Board given under that section as applied by this section give notice to the Board that they desire themselves to carry out any alteration in the position of any apparatus belonging to or controlled by the company and used for the purposes of lighting any street or any installation of any substituted

apparatus which may be rendered necessary by the proposed work of the Board in order to—

- (a) safeguard such apparatus from injury;
- (b) safeguard from injury any employees of the company while engaged on work in connection with the maintenance and repair of any apparatus;
- (c) secure the continuance in any street of gas lighting of an effectiveness equal to that produced by the existing apparatus in its then position;

and upon notice to such effect having been given the company and the Board shall agree as to any such alteration or installation rendered necessary as aforesaid and as to the manner in which the same shall be carried out or failing such agreement the said matters shall be determined as in this section provided and upon such agreement or determination the company shall as soon as reasonably practicable commence execute and complete such alteration or installation and any works necessary in connection therewith :

- (3) Upon completion by the company of any such alteration installation or works as aforesaid the Board shall pay to the company the cost and expenses reasonably incurred in connection therewith :
- (4) If any difference shall arise with respect to any matter under this section such difference shall be determined as the Board may elect either in manner provided by the Tramways Act 1870 or by arbitration under this Act and in determining any such matter the arbitrator shall have regard to any duties or obligations which the company may be under in respect of their apparatus or the supply of gas by means thereof.

**64.** The Board shall before providing under the powers of section 27 (Cloakrooms &c.) or section 104 (Shelters &c.) of the Act of 1934 any cloakroom room shed shelter or other accommodation on any part

A.D. 1937.

—  
PART VII.  
—cont.

As to cloak-rooms &c.

A.D. 1937. of a highway give notice of their intention so to do to  
— the owner and occupier of any house or other building  
PART VII. in front of which such cloakroom room shed shelter  
—cont. or other accommodation is proposed to be situate.

Incorporation of  
protective  
provisions of  
Acts of 1934  
and 1935.

**65.** The following provisions of the undermen-  
tioned Acts so far as they are applicable to the purposes  
and are not inconsistent with the provisions of this  
Act are incorporated with and form part of this Part  
of this Act and shall extend and apply to and for the  
purposes of this Act as fully and effectually as if such  
provisions had been re-enacted with any necessary  
modifications in this Part of this Act (that is to say):—

The Act of 1934—

- Section 80 (Use of posts &c. by Postmaster-General);
- Section 81 (For protection of London County Council);
- Section 82 (For the protection of sewers of the London County Council);
- Section 84 (Inspection of works by London County Council);
- Section 85 (Objects of interest to be at disposal of corporation of London or London County Council);
- Section 87 (For further protection of corporation of London);
- Section 88 (Use of posts &c. by local authorities);
- Section 89 (General provisions for protection of water gas and hydraulic power undertakers);
- Section 90 (For protection of certain undertakers);
- Section 91 (For protection of gas water and electricity undertakers);
- Section 92 (For protection of works of electrical undertakers);
- Section 93 (For protection of railway companies);

- Section 94 (For protection of Grand Union Canal Company) except paragraph (2) thereof; A.D. 1937  
Section 96 (For protection of certain electricity undertakers); PART VII.  
Section 98 (For protection of City of London Electric Lighting Company Limited and Charing Cross Electricity Supply Company Limited); —cont.  
Section 100 (For further protection of Metropolitan Water Board);

The Act of 1935—

- Section 56 (Objects of interest to be at disposal of Middlesex County Council);  
Section 65 (For protection of Post Office telegraphic lines);  
Section 67 (For further protection of Postmaster-General);  
Section 68 (For protection of Metropolitan Water Board) as amended by section 83 (Amendment of section 99 of Act of 1934 and section 68 of Act of 1935) of the Act of 1936;  
Section 71 (For further protection of certain undertakers) as amended by section 82 (Amendment of section 71 of Act of 1935) of the Act of 1936;

and in particular (without prejudice to the generality of the foregoing provisions of this section) for the purposes of such extension and application—

- (a) references in any of the said provisions of the Act of 1934 to Part IV (Works) of the Act of 1934 shall be construed as references to Part III (Works) of this Act;  
(b) references in the said section 96 of the Act of 1934 to the West Kent Electric Company Limited shall be deemed to be omitted therefrom;

A.D. 1937. and the said section 96 shall be read and have effect as  
if the expression "the company" where used therein  
included each of the following companies:—

PART VII.  
—cont.

The City of London Electric Lighting Company  
Limited;

The London Electric Supply Corporation Limited;

The London Power Company Limited;

The South London Electric Supply Corporation  
Limited;

The Westminster Electric Supply Corporation  
Limited;

The Charing Cross Electricity Supply Company  
Limited;

The Chelsea Electricity Supply Company Limited;

The Metropolitan Electric Supply Company Limited;

The Brompton and Kensington Electricity Supply  
Company Limited;

and the mayor aldermen and councillors of the metro-  
politan borough of Poplar and the mayor aldermen and  
councillors of the metropolitan borough of Southwark;

(c) the said section 98 of the Act of 1934 shall be  
read and have effect as if the expression "the  
company" where used therein included each of  
the following companies:—

The London Power Company Limited;

The Notting Hill Electric Lighting Com-  
pany Limited;

The Metropolitan Electric Supply Com-  
pany Limited;

The Chesham Electric Light and Power  
Company Limited;

The North Metropolitan Electric Power  
Supply Company;

and the following local authority:—

The mayor aldermen and councillors of  
the metropolitan borough of Islington;

(d) the reference in the said section 65 of the Act  
of 1935 to the subways (Works Nos. 15 and 16)

authorised by the Act of 1935 shall be construed as a reference to the subways (Works Nos. 3 4 4A 6 7 8 and 8A) authorised by this Act.

A.D. 1937.  
—  
PART VII.  
—cont.

## PART VIII.

### MISCELLANEOUS PROVISIONS.

**66.** Section 6 (Fares and distances to be posted in stations) of the Metropolitan District Railway Act 1896 is hereby repealed.

Repeal of provisions as to posting of fares and distances in stations on Metropolitan District Railway. 59 & 60 Vict. c. clvii.

**67.** The Board shall not be bound to carry in any passenger train owned or worked by the Board any cattle or other animals (except dogs when accompanied by a passenger in which case they shall be carried at owner's risk and upon and subject to such reasonable terms and conditions as the Board may from time to time prescribe) or any goods articles or merchandise other than such personal luggage as a passenger travelling in the train is authorised to take with him.

Board not bound to carry animals goods &c.

**68.**—(1) Notwithstanding anything in any Act to the contrary the Board may use any generating station substation mains or works forming part of the undertaking for generating transforming transmitting and supplying electricity for any of the purposes of the undertaking including the supply of electricity to any person to whom the Board are for the time being authorised to give a supply.

Use of generating stations &c.

(2) Nothing in this section shall prejudice or affect the operation of section 24 (Supply of electricity by local authorities) of the Act of 1933 as extended by section 14 (As to statutory obligations and rights to take a supply of electricity) of the Act of 1934 section 10 (As to statutory obligations and rights to take a supply of electricity) of the Act of 1935 section 9 (As to statutory obligations and rights to take a supply of electricity) of the Act of 1936 the section of this Act of which the marginal note is "As to statutory obligations and rights to take a supply of electricity" or any corresponding enactment in any other Act for the time being relating to the Board.

A.D. 1937.

PART VIII.

—cont.

Power to require intending passengers to wait in lines or queues.

**69.**—(1) The Board may make byelaws requiring persons waiting to enter tramcars trolley vehicles or public service vehicles of the Board at any stopping place or terminus to wait in lines or queues and to enter such tramcars trolley vehicles or public service vehicles in the order in which they stood in such line or queue.

(2) Any byelaws made by the Board under this section shall be made subject and according to the provisions of the Tramways Act 1870 with respect to the making of byelaws.

(3) Proceedings in respect of an offence created by any byelaw made under the provisions of this section shall not without the written consent of the Attorney-General be taken by any person other than a party aggrieved or the Board.

Arbitrations.

**70.** Where under this Act any claim question difference or dispute (other than a claim question difference or dispute to which the provisions of the Lands Clauses Acts apply) or any matter or thing is to be referred to or settled by arbitration then unless other provision is made the claim question difference or dispute or the matter or thing shall be referred to and settled by a single arbitrator to be agreed upon between the parties or failing agreement to be appointed on application of either party (after notice in writing to the other) by the President of the Institution of Civil Engineers and subject as aforesaid the provisions of the Arbitration Acts shall apply to the arbitration.

Service of notices &c.

**71.**—(1) Notices and other documents required or authorised to be served or given by the Board under any enactment from time to time relating to the Board or the undertaking may be served by post or by delivering the same to or at the residence of the person to whom they are respectively addressed or where addressed to the owner or occupier of any premises by delivering the same or a true copy thereof to some person on the premises or if there is no person on the premises who can be so served by fixing the same on some conspicuous part of the premises:

Provided that—

(a) a notice to treat given under section 18 of the Lands Clauses Consolidation Act 1845 if



served by post shall be served by registered post;

(b) in the case of a company any such notice or document shall be delivered or sent by post addressed to the secretary of the company at its registered office or at its principal office or place of business.

In proving service by post it shall be sufficient to prove that the notice or other document was properly addressed and put into the post.

(2) Any such notice as aforesaid which is required to be given to the owner or occupier of any premises may be addressed by the description of the "owner" or "occupier" of the premises (naming them) in respect of which the notice is given without further name or description.

**72.** The following provisions of the undermentioned Acts so far as they are applicable to the purposes and are not inconsistent with the provisions of this Act are incorporated with and form part of this Part of this Act and shall extend and apply to and for the purposes of this Act as fully and effectually as if such provisions had been re-enacted with any necessary modifications in this Part of this Act (that is to say):—

Incorporation of provisions of Acts of 1934 and 1936 relating to miscellaneous matters.

The Act of 1934—

Section 103 (Provisions as to use of electrical power);

Section 114 (Inquiries by Minister);

The Act of 1936—

Section 89 (Notice to police);

and in particular (without prejudice to the generality of the foregoing provisions of this section) for the purposes of such extension and application the said section 103 shall be read and have effect as if there were inserted therein after the words "for the purposes of the trolley vehicles and the new works" the words "unless in the case of such of the new works as consist of railways the electrical power is entirely contained in and carried along with the carriages."

A.D. 1937.  
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PART VIII.  
—*cont.*  
Crown  
rights.

**73.** Nothing in this Act affects prejudicially any estate right power privilege or exemption of the Crown and in particular nothing herein contained authorises the Board to take use or in any manner interfere with any land or hereditaments or any rights of whatsoever description belonging to His Majesty in right of His Crown and under the management of the Commissioners of Crown Lands or of the Commissioners of Works or vested in or in the occupation of the Commissioners of Works for public purposes or for the public service without the consent in writing of the Commissioners of Crown Lands on behalf of His Majesty or of the Commissioners of Works as the case may be first had and obtained for that purpose.

Costs of Act.

**74.** All costs charges and expenses of and incident to the preparing applying for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Board and may in whole or in part be defrayed out of revenue.

The SCHEDULES referred to in the  
foregoing Act.

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A.D. 1937.

**FIRST SCHEDULE.**

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**PROPERTIES UNDER WHICH EASEMENTS MAY  
BE TAKEN.**

<u>Area.</u>	<u>Nos. on deposited plans.</u>
Work No. 1.	
Borough of Hendon - -	44 45 and 46.
Work No. 3.	
Metropolitan borough of Islington.	1 4 6 7 8 and 9.
Work Nos. 4 and 4A.	
Metropolitan borough of St. Marylebone.	1 2 3 4 and 6.
Work No. 6.	
City of London - - -	8 to 12 (inclusive).
Work No. 7.	
City of London - - -	19 to 37 (inclusive).
Work Nos. 8 and 8A.	
Royal borough of Kensington	111A 114 to 121 (inclusive) 160 163 164 165 191 and 206 to 217 (inclusive).
Work No. 8B.	
Royal borough of Kensington	62 to 66 (inclusive).

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SECOND SCHEDULE.

PROPERTIES OF WHICH PORTIONS MAY BE TAKEN.

<u>Area.</u>	<u>Nos. on deposited plans.</u>
Work No. 1.	
Borough of Hendon - - -	10 17 28 to 32 (inclusive) and 34 to 46 (inclusive).
Urban district of Harrow -	1 to 12 (inclusive).
Rural district of Barnet parish of Elstree. } -	12.
Urban district of Bushey -	1 and 8.
Work No. 2.	
Rural district and parish of Amersham.	5 to 12 (inclusive) and 14 to 16 (inclusive).
Work No. 3.	
Metropolitan borough of Islington.	4 6 7 8 9 and 10.
Work Nos. 4 and 4A.	
Metropolitan borough of St. Marylebone.	3 and 6.
Work No. 6.	
City of London - - -	8 to 12 (inclusive).
Work No. 7.	
City of London - - -	19 to 37 (inclusive).
Work No. 8.	
Royal borough of Kensington	99 to 104 (inclusive) 111A 112 to 121 (inclusive) 123 160 191 and 206 to 217 (inclusive).
Additional lands.	
Urban district of Bushey	2 to 7 (inclusive) 9 9A 10 11 13 and 14.
Metropolitan borough of Camberwell.	8.

[1 EDW. 8. & *London Passenger Transport* [Ch. xc.]  
1 GEO. 6.] *Act, 1937.*

Area.	Nos. on deposited plans.	A.D. 1937.
Royal borough of Kensington	14.	2ND SCH. —cont.
Metropolitan borough of Wandsworth.	1.	
Metropolitan borough of Hammersmith.	1 to 5 (inclusive).	
Borough of Teddington	- 1.	
Urban district of Wembley-	1 to 10 (inclusive).	
Urban district of Harrow -	1.	
Urban district of Uxbridge-	13 and 14.	
Borough of Hendon - -	104 and 105.	

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