



## CHAPTER xlviii.

An Act to extend the time for the completion of certain of the Tramways authorised by the West Metropolitan Tramways Act 1889 and for other purposes. A.D. 1893.

[9th June 1893.]

WHEREAS by the West Metropolitan Tramways Act 1889 (in this Act called "the Act of 1889") the West Metropolitan Tramways Company (in this Act called "the Company") were authorised to construct certain additional tramways in the parishes districts or extra-parochial places of Hammersmith Chiswick Acton and Ealing in the county of Middlesex:

And whereas by the West Metropolitan Tramways Act 1891 (in this Act called "the Act of 1891") the time limited by the Act of 1889 for the completion of the tramways and works by that Act authorised was extended until the twenty-sixth day of August 1892:

And whereas all the tramways authorised by the Act of 1889 except Tramway No. 22 have been duly constructed:

And whereas by section 8 of the Act of 1891 the point of termination of Tramway No. 22 was altered:

And whereas it is expedient that the time limited for the construction of Tramway No. 22 as so altered should be extended:

And whereas the vestry of Hammersmith are desirous of paying with wood the whole width of the roadway in the Uxbridge Road within the parish of Hammersmith in which the tramways of the Company are situate subject to the vestry agreeing with the Company as to the repayment of a portion of the outlay thereof:

And whereas the objects aforesaid 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 Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and

A.D. 1893. Commons in this present Parliament assembled and by the authority of the same as follows (that is to say) :—

Short title.

1. This Act may for all purposes be cited as the West Metropolitan Tramways Act 1893.

Extension of time for completion of Tramway No. 22 authorised by Act of 1889.

2. The time limited by the Act of 1889 as extended by the Act of 1891 for the completion of Tramway No. 22 thereby authorised and as altered by the Act of 1891 is hereby extended until the twenty-sixth day of August one thousand eight hundred and ninety-five and section 7 of the Act of 1889 shall be read as if the period therein referred to for the completion of the tramways by that Act authorised was the extended time limited by this Act and Part II. of the Railways Clauses Act 1863 relating to extension of time is hereby incorporated with this Act and made applicable to Tramway No. 22 as altered by the Act of 1891.

Powers to cease if Tramway No. 22 not completed within extended period.

3. If Tramway No. 22 authorised by the Act of 1889 as altered by the Act of 1891 shall not be completed within the period limited by this Act then on the expiration of such period the powers by the said Acts and this Act granted to the Company for making and completing Tramway No. 22 or otherwise in relation thereto shall cease except as to so much thereof as shall then be completed.

Extension of time for conversion of old preference shares.

4. Section 31 of the Act of 1889 shall be read and construed as if the period therein mentioned within which notice may be given to the Company by holders of old preference shares for conversion of such shares into new preference shares were one year from the passing of this Act.

Deposit money to be repaid.

5. Whereas pursuant to the Standing Orders of both Houses of Parliament and to the Parliamentary Deposits Act 1846 a sum of one hundred and eighty-six pounds being five per centum on the amount of the estimate in respect of some of the tramways originally proposed to be authorised by this Act but which were struck out of the Bill for this Act during its progress through Parliament has been transferred into the name of the Paymaster-General for and on behalf of the Supreme Court in respect of the application to Parliament for this Act Be it enacted that on the application of the depositors at any time after the passing of this Act the High Court may order that the said sum of one hundred and eighty-six pounds so deposited as aforesaid and the interest thereon shall be paid to the depositors or as they shall direct.

For the protection of the Acton Local Board.

6. For the protection of the Acton Local Board (herein-after in this section referred to as "the board") the following provisions

shall have effect and shall be observed and performed by the Company (that is to say):— A.D. 1893.

Unless the Company shall construct the said Tramway No. 22 within two years from the passing of this Act the provisions of sub-section (E) of section 18 of the Act of 1889 shall apply to the existing single tramway of the Company within the district of the board in the same way as such provisions were by the said Act intended to apply to the double tramways thereby authorised.

7. For the protection of the vestry of the parish of Hammer-smith in the county of Middlesex (herein-after in this section called "the vestry") the following provisions shall have effect and shall be observed and performed by the Company in relation to Tramway No. 22 authorised by the Act of 1889 (in this section called "the tramways") (that is to say):—

For the protection of the vestry of the parish of Hammer-smith.

(A.) With regard to the mode in which the tramways shall be laid down and constructed and the materials to be employed the following conditions shall subject to the provisions of this Act apply and have effect:—

The rails of the tramways shall be grooved and not more than one inch wide in the groove and shall be of Bessemer steel girder pattern six inches deep with flange six inches wide at base weighing not less than eighty-eight pounds per lineal yard;

Every rail from end to end to be solidly bedded on concrete fish plates to be of Bessemer steel seventeen inches in length three and three-quarter inches wide by half-an-inch in thickness;

Tie rods to be formed of two and a half inches by three-eighths of an inch flat bar iron with screw end nuts and washers;

The bolts and nuts to be best rivet iron;

The points shall be of the best quality of crucible cast steel six inches deep with bolt holes drilled and not cored out;

The crossings shall be of steel constructed from the rails;

Wrought iron or steel fish plates bed plate and angle pieces with the necessary bolts nuts washers and rivets are to be provided and fixed suitable for each angle;

The concrete shall be composed of three parts of clean approved ballast two parts of good sharp sand and one part of Portland cement mixed on a platform with the proper quantities of water and laid six inches thick;

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The surface of the concrete shall be screeded with cement and sand (three to one) to the proper contour of the roadway so as to receive the rails and wood blocks evenly ;

The spaces intervening between the wood blocks and the web of the rails to be filled in with cement and sand mixed three to one ;

The wood blocks three inches wide five inches deep and from six to twelve inches in length shall be laid on the concrete and jointed with pitch mixed with creosote oil and fine shingle or otherwise grouted as directed and their top surface shall be level with the rails ;

Plans sections and specifications of the tramways shall be submitted to and approved by the vestry before any of the works are commenced :

(B.) The portion of the roads upon which the tramways are to be laid shall for the width between the rails and for the space between the two sets of rails be paved by the Company with wood as described in subsection (A) :

(c.) In addition to any other provisions of this Act the Company shall maintain and keep the tramways including the wood paving between the rails and between the two sets of rails and for eighteen inches outside the outer rails in good condition and repair to the satisfaction of the vestry and if the Company at any time fail to maintain and keep the same in good condition and repair to such satisfaction as aforesaid they shall for every such default be subject to a penalty not exceeding five pounds for every day on which such default continues and further the vestry may if they think fit at any time after three days' notice to the Company open and break up the road and do the works necessary for the proper repair of the said tramways and the expense incurred in so doing shall be repaid to them by the Company and such penalty and any expense incurred as aforesaid may be recovered in manner provided by section 56 of the Tramways Act 1870 :

(D.) The levels at which the tramways are to be constructed shall be decided by the vestry and any expense in the construction of the tramways over and above that which would have been incurred by the Company in following the levels shown on the deposited plans and rendered necessary by such decision shall be borne by the Company ;

If the vestry shall hereafter alter the level of the road along or across which the tramways are laid or authorised to be laid the

Company shall from time to time alter or as the case may be lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered : A.D. 1893.

(E.) The Company and the vestry may together enter into and carry into effect agreements for any variation of the provisions of this section.

8. The vestry of Hammersmith may if they think fit and notwithstanding the existence of the tramways of the Company in the Uxbridge Road pave with wood and maintain the whole width of the roadway in the Uxbridge Road within the parish of Hammersmith in which the tramways of the Company are situate subject to the vestry agreeing with the Company as to the repayment of a portion of the outlay thereof and the vestry may borrow the money for this purpose in the same manner as they are entitled to do for the general purposes of paving. Paving of  
Uxbridge  
Road.

9. The Company may from time to time apply towards any of the purposes of this Act being in every case purposes to which capital is properly applicable any moneys which they have raised or which they may hereafter raise under any other Act or Acts and which may not be required for the purposes to which by the respective Acts such moneys are made applicable. Power to  
apply exist-  
ing funds.

10. Nothing herein contained shall be deemed or construed to exempt the tramways of the Company from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of tolls or charges authorised to be taken by the Company. Tramways  
not exempt  
from provi-  
sions of  
general Act.

11. All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company. Expenses of  
Act.

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