



CHAPTER clvii.

An Act to confer further powers on the Metropolitan District Railway Company and for other purposes. A.D. 1896.

[20th July 1896.]

WHEREAS by the Metropolitan District Railways Act 1864 (herein-after referred to as "the Act of 1864") the Company were authorised to construct the railways therein mentioned and were by section eighty-seven of that Act empowered to levy and demand for the use of the said railways or any part of them and of carriages and locomotive power certain aggregate sums specified in the said section:

And whereas by the Metropolitan District Railways Amendment Act 1865 (herein-after referred to as "the Act of 1865") the Company were authorised to construct certain junction railways in substitution for portions of the railways authorised by the Act of 1864 which railways it was declared were for the purposes of tolls and in all other respects to be deemed part of the original undertaking of the Company:

And whereas by the Hammersmith Extension Railway Act 1873 (herein-after referred to as "the Act of 1873") a railway known as the Hammersmith Extension Railway was authorised and the Company mentioned in the said Act were by section thirty-two of that Act empowered to demand and take for the use of such railway or any part of such railway and for the supply of carriages and locomotive power certain aggregate sums therein mentioned:

And whereas by the District Railway (Hammersmith Extension Amalgamation) Act 1874 the Hammersmith Extension Undertaking was transferred to and vested in the Company:

And whereas by the Metropolitan District Railway Act 1875 (herein-after referred to as "the Act of 1875") the Company were authorised to construct the railway therein described and by section thirty-nine of that Act they were empowered to demand and take

[Ch. clvii.] *Metropolitan District Railway* [59 & 60 VICT.]
Act, 1896.

A.D. 1896. for the use of such railway or any part thereof and of carriages and locomotive power certain aggregate sums therein mentioned :

And whereas by the Metropolitan District Railway Act 1877 (herein-after referred to as "the Act of 1877") the Company were authorised to construct the Ealing Extension Railways therein described and by section twenty-two of that Act were empowered to charge certain mileage rates for the conveyance of passengers along such railways including the tolls for the use of such railways and for carriages and locomotive power :

And whereas by the Metropolitan District Railway Act 1878 (herein-after referred to as "the Act of 1878") the Company were authorised to construct the Fulham Extension Railway and the Acton Junction Railway therein described and by section twenty-eight of that Act were empowered to demand and take for the use of such railways and the supply of carriages any rates not exceeding those which they were authorised by the Act of 1877 to demand and take for the use of the said Ealing Extension Railways :

And whereas by section twenty-nine of the Metropolitan District Railway Act 1882 (herein-after referred to as "the Act of 1882") special provision was made for the rates to be charged by the Company in respect of the conveyance of third class passengers :

And whereas in pursuance of the Railway and Canal Traffic Act 1888 the various powers of the Company to levy maximum rates and charges for merchandise traffic have been consolidated and are specified in the Railway Rates and Charges No. 5 (East London Railway &c.) Order Confirmation Act 1892 :

And whereas the tolls rates and charges for the conveyance of passengers authorised by the recited Acts of 1864 1865 1873 and 1875 are unsuitable to the nature and circumstances of the traffic of the Company and at variance with the provisions of the Company's Acts in respect of the tolls rates and charges for the conveyance of passenger traffic on other parts of the Company's system :

And whereas it is therefore expedient that the tolls rates and charges authorised by the recited Acts of the Company should be repealed and that uniform mileage rates for the conveyance of passengers upon the railways of the Company should be authorised as herein-after provided :

And whereas it is expedient that the time limited by the Metropolitan District Railway Act 1891 for the sale of certain superfluous lands without the present area of the Metropolis as defined by the Metropolis Management Act 1855 should be extended :

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

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

A.D. 1896.

1. This Act may be cited as the Metropolitan District Railway Act 1896. Short title.

PART I.—REGULATION OF TOLLS RATES AND FARES.

2. The expression "the railways" where used in this part of this Act means the railways of the Company authorised by the Acts of 1864 1865 1873 1875 1877 and 1878 respectively. Interpretation.

3. Sections eighty-seven and eighty-nine of the Act of 1864 sections thirty-two and thirty-four of the Act of 1873 sections thirty nine and forty-one of the Act of 1875 sections eighteen nineteen twenty twenty-one twenty-two and twenty-six of the Act of 1877 and section twenty-eight of the Act of 1878 so far as the same relates to any of the above mentioned sections of the Act of 1877 are hereby repealed and in lieu thereof the Company may demand and take any tolls rates or charges not exceeding those herein-after specified. Repeal of existing provisions as to tolls &c.

4. From and after the passing of this Act the Company may demand and take for the use of the railways by any other company or person with engines and carriages such reasonable tolls as they think fit. Tolls.

5. From and after the passing of this Act the maximum rate of charges to be made by the Company for the conveyance of passengers along the railways including every expense incidental to such conveyance shall not exceed the following (that is to say) :— Maximum rate of charges for passengers,

For every passenger conveyed in a first class carriage twopence per mile ;

For every passenger conveyed in a second class carriage one penny halfpenny per mile ;

For every passenger conveyed in a third class carriage one penny per mile :

Provided that—

(1.) When the distance travelled by any first or second class passenger is less than two miles the Company may charge as for two miles :

(2.) When the distance travelled by any first or second class passenger amounts to two or more miles and a portion of another mile the Company may charge for such portion of a mile as for one mile :

[Ch. clvii.] *Metropolitan District Railway* [59 & 60 VICT.]
Act, 1896.

A.D. 1896.

(3.) When the distance travelled by any third class passenger is a portion of a mile and does not amount to one mile the Company may charge for such portion of a mile one penny. When the distance travelled by any third class passenger amounts to one mile or two or more miles and a portion of another mile the Company may charge for such portion of a mile if the same do not exceed one half mile one halfpenny and if it exceed one half mile one penny. Such fare or charge shall be considered as a charge or fare consistent with the provisions of the Cheap Trains Act 1883 :

(4.) For the conveyance of first or second class passengers between the stations specified in the schedule hereto annexed on the railways authorised by the Acts of 1864 and 1865 the Company shall not charge more than the fares set forth in the said schedule :-

(5.) In respect of fares between stations on the railways of the Company where the portion of the London and South Western Railway between Studland Road Junction and Turnham Green forms part of the route the Company shall not charge more in respect of the whole journey than if the said portion of railway formed part of the railways of the Company.

Fares and distances to be posted in stations.

6. The Company shall cause to be exhibited in a conspicuous place in the booking office of each station of their line a list or lists painted printed or written in legible characters containing the fares of passengers from that station to every other station on the Company's line and also showing the distances between that station and the other stations of the Company.

Charges for small parcels.

7. For the conveyance on the railways of small parcels not exceeding five hundred pounds in weight by passenger trains the Company may demand and take any charges not exceeding the following (that is to say) :—

For any parcel not exceeding seven pounds in weight fivepence farthing ;

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

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight one shilling and two pence ;

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

And for any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight the Company may demand any sum they think fit :

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

A.D. 1896.

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

Foregoing charges not to apply to special trains.

PART II.—PROVISIONS AS TO SUPERFLUOUS LANDS.

9. Notwithstanding anything to the contrary contained in the Lands Clauses Consolidation Act 1845 or in any Act of the Company in which that Act is incorporated or in the Metropolitan District Railway Act 1891 the Company may retain and hold any lands belonging to them in the parishes of Ealing and Acton respectively in the county of Middlesex and being without the present area of the Metropolis as defined by the Metropolis Management Act 1855 which have not been applied by them to the purposes of the Company for the periods following (that is to say) As regards such of the lands as are situate near to or adjoining any railway or station of the Company or as the Company may consider they may require for the purpose of any sidings stations offices storehouses workshops or other conveniences connected with their undertaking for the period of ten years and as regards the remainder of the said lands for the period of five years such respective periods to be computed as to superfluous lands defined as aforesaid from the passing of this Act but the Company shall at the expiration of such respective periods of ten years and five years sell and dispose of as superfluous land all such parts of those lands respectively as shall not then have been applied to and are not then required for the purposes of their undertaking.

Extension of time for sale of superfluous lands.

10. Nothing in this Act contained shall exempt the Company or their railway from the provisions of any general Act relating to railways or the better or more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels.

Provision as to general Railway Acts.

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.

A.D. 1896.

SCHEDULE.

MANSION HOUSE STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class. <i>d.</i>	2nd Class. <i>d.</i>
Blackfriars Station	0	34	2	1½
Temple „	0	72	3	2
Charing Cross „	1	28	3½	2½
Westminster „	1	62	4	3
St. James' Park Station	2	19	5	3½
Victoria „	2	56	6	4
Sloane Square „	3	27	6	4
South Kensington „	4	9	6	4
Gloucester Road „	4	45	7	4½
Earls Court „	5	10	8	5
West Brompton „	5	43	8	6

BLACKFRIARS STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class. <i>d.</i>	2nd Class. <i>d.</i>
Temple Station	0	38	2	1½
Charing Cross Station	0	74	3	2
Westminster „	1	28	3½	2½
St. James' Park „	1	65	4½	3
Victoria „	2	22	5	3½
Sloane Square „	2	73	6	4
South Kensington „	3	55	6	4
Gloucester Road „	4	11	7	4½
Earls Court „	4	56	8	5
West Brompton „	5	9	8	6

TEMPLE STATION.

A.D. 1896.

To or From	Distance.		Fares.	
	M.	C.	1st Class. <i>d.</i>	2nd Class. <i>d.</i>
Charing Cross Station - - -	0	36	2	1½
Westminster " - - -	0	70	3	2
St. James' Park " - - -	1	27	4	2½
Victoria " - - -	1	64	5	3½
Sloane Square " - - -	2	35	6	4
South Kensington " - - -	3	17	6	4
Gloucester Road " - - -	3	53	7	4½
Earls Court " - - -	4	18	8	5
West Brompton " - - -	4	51	8	6

CHARING CROSS STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class. <i>d.</i>	2nd Class. <i>d.</i>
Westminster Station - - -	0	34	2	1½
St. James' Park Station - - -	0	71	3	2
Victoria " - - -	1	28	4	2½
Sloane Square " - - -	1	79	5	3½
South Kensington " - - -	2	61	6	4
Gloucester Road " - - -	3	17	7	4½
Earls Court " - - -	3	62	8	5
West Brompton " - - -	4	15	8	6

WESTMINSTER STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class. <i>d.</i>	2nd Class. <i>d.</i>
St. James' Park Station - - -	0	37	2	1½
Victoria " - - -	0	74	3	2
Sloane Square " - - -	1	45	5	3½
South Kensington " - - -	2	27	6	4
Gloucester Road " - - -	2	63	7	4½
Earls Court " - - -	3	28	8	5
West Brompton " - - -	3	61	8	6

[Ch. clvii.] Metropolitan District Railway [59 & 60 VICT.]
Act, 1896.

A.D. 1896.

ST. JAMES' PARK STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class. <i>d.</i>	2nd Class. <i>d.</i>
Victoria Station - - -	0	37	2	1½
Sloane Square Station - - -	1	8	4	2½
South Kensington „ - - -	1	70	5	3½
Gloucester Road „ - - -	2	26	6	4
Earls Court „ - - -	2	71	7	4½
West Brompton „ - - -	3	24	8	5

VICTORIA STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class. <i>d.</i>	2nd Class. <i>d.</i>
Sloane Square Station - - -	0	51	3	2
South Kensington „ - - -	1	33	4	2½
Gloucester Road „ - - -	1	69	5	3½
Earls Court „ - - -	2	34	6	4
West Brompton „ - - -	2	67	6	4

SLOANE SQUARE STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class. <i>d.</i>	2nd Class. <i>d.</i>
South Kensington Station - - -	0	62	3	2
Gloucester Road „ - - -	1	18	4	2½
Earls Court „ - - -	1	63	5	3½
West Brompton „ - - -	2	16	5	3½

SOUTH KENSINGTON STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class. <i>d.</i>	2nd Class. <i>d.</i>
Gloucester Road Station - - -	0	36	2	1½
Earls Court „ - - -	1	1	3	2
West Brompton „ - - -	1	34	4	2½

GLOUCESTER ROAD STATION.

A.D. 1896.

To or From	Distance.		Fares.	
	M.	C.	1st Class.	2nd Class.
Earls Court Station - - -	0	45	3	2
West Brompton Station - - -	0	78	3	2

HIGH STREET STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class.	2nd Class.
Earls Court Station - - -	0	65	3	2
West Brompton Station - - -	1	18	4	2½

EARLS COURT STATION.

To or From	Distance.		Fares.	
	M.	C.	1st Class.	2nd Class.
West Brompton Station - - -	0	33	2	1½

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