

In Parliament. Session 1867-8.

**LONDON AND SOUTH WESTERN RAILWAY.**

**(ADDITIONAL WORKS.)**

HERITAGE WALKS ARCHIVE DOCUMENT

COPY OF SO MUCH OF THE

**BOOK OF REFERENCE**

AS RELATES TO THE PARISH OF

*Woking*

IN THE COUNTY OF

*Surrey.*

METCHIM & SON, 20, Parliament St., S.W., and  
27, Cannon St., E.C.

London and South-Western Railway.

(Making and Maintaining by London and South Western and South Eastern Railway Companies, jointly or separately, of Widening of parts of Charing-cross Railway, and diversion of Rails thereon, and Construction of Platforms thereon for Passenger and other Traffic, and of Bridges or Gangways to connect the Waterloo Terminus of London and South Western Railway with those platforms and the existing platform on the Branch Railway from the Charing-cross Railway to that terminus; vesting works in London and South Western and South Eastern Railway Companies, jointly or severally, or in a joint Committee or Trustees; South Eastern Railway Company to be authorized or required to bear costs of works; money, and other powers to the two Companies; Tolls; Facilities for Interchange of Traffic between the Railways of the two Companies; Working and other Arrangements; Powers to London and South Western Railway Company; Abandonment of part of Railway authorized by South Western (North Devon Railway Act, 1865); Construction of Railway in substitution for part of Abandoned Railway; Construction of Public Carriage Road at Brookwood, in Surrey; Stopping up of Public Carriage Road there; Leases of Superfluous Lands; Lands for Station and other Accommodation, and General Purposes; Money Powers; Extension of Time for Works authorized by London and South Western (Kensington and Richmond) Railway Act, 1865, and by the South Western Railway (General) Act, 1867, for Works authorized by the South Western (Aldershot) Railway Act, 1865; Amendment, Alteration, or Repeal of Acts relating to the Company and the Ilfracombe Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the first session thereof to be holden in the year 1868, for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say:—

To authorize the making and maintaining of the works, or some of the works, hereinafter described, that is to say:

1. The widening on the north side thereof of the main line of the Charing-cross Railway from the eastern side of the bridge by which that railway is carried over the Waterloo-road to a point one chain, or thereabouts, to the eastward of the centre of the bridge by which the said railway is carried over Windmill-street.

2. The diversion of the most northerly line of rails of the Charing-cross Railway so as to carry the same over the said intended widening, such diversion to commence at or about the centre of the bridge by which the said railway is carried over the Waterloo-road, and to terminate at or near the point of termination, as above described, of the said intended widening.

3. The widening on the south side thereof of the main line of the Charing-cross Railway, and of the branch railway secondly described in and authorized by the Charing-cross Railway Act, 1859 (section 24), such widening to commence at or near the western side of the bridge by which the said main line is carried over Windmill-street, and to terminate on the eastern side of the bridge by which the said main line and branch railway are carried over Cornwall-road.

4. The construction of two platforms for passenger and other traffic, one of such platforms to be situate immediately to the northward of the middle line of the three lines of rails on the main

line of the Charing-cross Railway, which platform will be of the length of about 120 yards, and the western end of which platform will be about 25 yards westward of the centre of the bridge by which the said main line is carried over the Cornwall-road, and the other of such platforms to be situate immediately to the southward of the said main line, and the branch railway authorized by the Charing-cross Railway Act, 1859, as aforesaid, which last-mentioned platform will be of the length of about 100 yards, and the western end of which platform will be at or about the eastern side of the bridge by which the said main line and branch railway are carried over the Cornwall-road.

5. A bridge or gangway for foot passengers commencing at or near the eastern end of the Waterloo terminus of the Company immediately to the northward of the bridge carrying the branch railway authorized by the Charing-cross Railway Act, 1859, over the Waterloo-road, and terminating on the northernmost of the two intended platforms above described at or near its western end.

6. A bridge or gangway for foot-passengers commencing by a junction with the intended bridge or gangway above described at a point about 45 yards measured along the said branch railway from and to the westward of the centre of the bridge by which the said main line and branch railways are carried across the Cornwall-road, and terminating upon the southernmost of the intended platforms above described at or near the western end thereof.

7. A bridge or gangway for foot-passengers commencing by a junction with the two intended bridges or gangways (5 and 6) above described, at or near their junction as above described, and terminating upon the platform on the north side of the branch railway authorized by the Charing-cross Railway Act, 1859, as aforesaid, at or near the centre thereof.

8. All incidental works necessary or convenient for the construction of the works above described or any of them or the interchange of traffic between the railways of the London and South Western Railway Company (in this notice called "the Company,") and the Charing-cross Railway. All the works above described will be wholly situate in the parish of Lambeth in the county of Surrey.

To authorize or require the Company and the South Eastern Railway Company, or one of those Companies separately, to execute and maintain the works above described, or some of them.

To vest (either absolutely or unconditionally, and immediately, or at a time to be prescribed by the Bill) the whole or some part or parts of the intended works in the Company and the South Eastern Railway Company (in this notice called "the two Companies") jointly, or in one of them separately, or in a joint committee or trustees to be appointed by or under the Bill on behalf or for the benefit of the two Companies or of one of them.

To authorize or require the appointment by or on behalf of the two Companies of a joint committee for managing the works, or some of the works intended as aforesaid to be authorized by the Bill, and to provide for the appointment of station masters, inspectors, clerks, and other officers and servants for the conduct of traffic passing between the systems of the two Companies.

To authorize or require the South Eastern Railway Company to bear and pay the costs and expenses of the intended works above described, or of some of them, or some part of such costs and expenses, and to prescribe the mode of ascer-

taining the amount of such costs and expenses, and to enable the South Eastern Railway Company for any of the purposes aforesaid to apply their funds and to raise further money by the creation and issue of new shares and stock, and by borrowing on mortgage or otherwise, and, if they think fit, to attach to any such new shares or stock a preference or priority of dividend or interest, or other special privileges.

To confer upon the two Companies, or one of them, for the purposes of the intended works above described and of the Bill, the powers, or some of the powers following, that is to say:—

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, streets, lanes, footpaths, passages, ways, streams, pipes, sewers, and railways within the parish of Lambeth aforesaid, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said intended works, or any of them, or of the Bill.

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments; and the Bill will vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To levy tolls, rates, and duties upon or in respect of the intended works aforesaid; and it is proposed by the Bill to alter the tolls, rates, and duties which the two Companies respectively are now authorized to take on their respective undertakings, and to confer exemptions from the payment of such tolls, rates, and duties.

And it is also intended by the Bill to make full and effectual provision for the convenient, speedy, and regular interchange, accommodation, and transmission of traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854) between the respective railways of the two Companies, and to require each of the two Companies to afford all requisite facilities by through rates, through booking, and otherwise for that purpose, and to provide for the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income arising from such traffic, and to empower the two Companies to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and using by the two Companies, or either of them, of the railways and works of the other or others of them or any part thereof, and with reference to the regulation, management, collection, transmission, interchange, and delivery of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

And it is also intended by the Bill to confer upon the Company the powers, or some of the powers, and to enable them to carry into effect the objects, or some of the objects following—that is to say:

To abandon and relinquish the construction of so much of the railway authorized by the "South Western (North Devon) Railway Act, 1865" (alterations in the line and levels of which were authorised by the "South Western Railway General Act, 1867"), as lies to the southward of

a point distant from the authorized commencement of that railway six chains or thereabouts measuring along the centre line of that railway, shown upon the plans thereof deposited with the Clerk of the Peace for the county of Devon, in respect of the application to Parliament for the "South Western (North Devon) Railway Act, 1865."

To make and maintain wholly in the parish of Bideford, in the county of Devon, a railway (in substitution for part of the portion of railway to be abandoned as aforesaid) to commence by a junction with the railway authorized by the "South Western (North Devon) Railway Act, 1865," at a point distant from the authorized commencement of that railway, six chains or thereabouts, measuring along the centre line of that railway shown upon the plans thereof, deposited as above mentioned, and to terminate in or near the property numbered on the last-mentioned plans 26A in the said parish of Bideford, together with all proper and convenient approaches, stations, and other works connected therewith.

To make and maintain wholly in the parish of Woking, and county of Surrey, a public carriage-road, to commence at or near the south side of the bridge called or known as Brookwood-bridge, otherwise Brookwood Stumps-bridge, over the Basingstoke Canal, and to terminate at or near the south side of the bridge called or known as Hermitage-bridge, over the same canal.

To deviate laterally from the lines of the intended road and extension railway respectively to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels thereof respectively, as shown on the sections hereinafter mentioned.

For the purposes of the intended road and extension railway respectively to purchase and take, by compulsion or otherwise, lands, houses, tenements, and hereditaments; and the Bill will vary or extinguish all rights and privileges connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses, which it may be necessary or convenient to cross, stop up, alter, or divert for the purposes of the intended road and extension railway aforesaid, or either of them, or of the Bill.

To levy tolls, rates, and duties upon, or in respect of, the intended railway and works.

To stop up and discontinue the use of so much of the public road in the parish of Woking aforesaid, which runs on the north side of the Company's main line of railway and nearly parallel to and at a distance of about 30 chains from that line of railway as lies between the point where the said road crosses or joins the road leading from Hermitage-bridge aforesaid, past the house known as the Hermitage, to Knap-hill, and the point where the road first above-mentioned joins the road leading from the Company's Brookwood station, past the Nag's Head public-house, to Bagshot; and the Bill will vest the site of the portion of road so to be stopped up in the county of Surrey, and the committee of justices of the County Lunatic Asylum at Brookwood, or one of them, or in some other body or bodies, or persons.

To grant leases from time to time for such periods, and upon such terms and conditions as the Company think fit, or as may be prescribed by the Bill, of all or any of the lands, and hereditaments which the Company have acquired, or

may acquire, and which for the time being are not required for the purposes of the Company, and to enable the Company to sell the freehold or reversion of such lands and hereditaments, and to repeal or modify the provisions of any Act requiring the Company to sell any such lands or hereditaments.

To purchase by agreement lands and houses for station and other accommodation, and for the general purposes of the undertaking of the Company.

To apply to the purposes of the intended works to be authorized by the Bill, and other purposes of the Bill, any of the funds which the Company are now authorized to raise, and which may not be required for the purposes of their now authorized undertaking, and to raise further money for the purposes aforesaid, and for the general purposes of the Company, by borrowing and by the creation of new shares and stock in the Company, and (if the Company thinks fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special privileges.

And it is further proposed by the Bill, further to extend the period limited by the "South Western (Kensington and Richmond) Railway Act, 1865," for the completion of the works authorized by that Act, and the time limited by the "South Western Railway (General) Act, 1867," for the completion of the works authorized by the "South Western (Aldershot) Railway Act, 1865."

And it is intended so far as may be requisite or desirable for any of the purposes of the Bill to amend or repeal the provisions or some of them of the several local and personal Acts of Parliament following (that is to say), 4 and 5 William IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 122, 177, and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vic., caps. 90, 109, 192, and 208; 27 and 28 Vic., caps. 87, 166, 174, 227, and 325; 28 and 29 Vic., caps. 89, 102, 103, 104, 268, 273, and 304; 29 and 30 Vic., caps. 216 and 217; and 30 and 31 Vic., cap. 156, relating to the Company; 22 and 23 Vic., cap. 81; 24 and 25 Vic., cap. 93; 26 and 27 Vic., cap. 115; and 27 and 28 Vic., cap. 192, relating to the Charing-cross Railway Company: 6 William 4, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic.,

cap. 46; 5 Vic., session 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., caps. 35 and 81; 23 and 24 Vic., cap. 147; 24 Vic., cap. 12; 24 and 25 Vic., caps. 93 and 191; 25 and 26 Vic., caps. 96 and 220; 26 and 27 Vic., cap. 115; 27 and 28 Vic., caps. 98, 99, 192, and 311; 28 and 29 Vic., cap. 343; 29 and 30 Vic., caps. 227, 235, and 318; 30 and 31 Vic., caps. 8 and 163; 3 and 4 William 4, cap. 46; 7 William 4 and 1 Vic., caps. 3, 50, and 120; 1 and 2 Vic., cap. 4; 2 and 3 Vic., cap. 19; 3 and 4 Vic., caps. 127 and 128; 5 and 6 Vic., cap. 102; and 8 and 9 Vic., cap. 80, relating to the South Eastern Railway Company; 27 and 28 Vic., cap. 272; and 28 and 29 Vic., cap. 71, relating to the Ilfracombe Railway Company.

And notice is hereby also given, that plans and sections of the proposed works, with a book of reference to such plans, and a published map or published maps, with the line of the intended widening of the Charing Cross Railway, and the line of the line of rails intended to be laid down on such widening, and the line of the intended substituted railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Surrey, at his office, at North-street, Lambeth, in the same county, and with the clerk of the peace for the county of Devon, at his office at Exeter, in that county; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to the parish of Lambeth aforesaid, with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the vestry clerk of the said parish at his office, at Lambeth, and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each other parish, and each extra-parochial place from, in, through, or into which the intended works will be made, or pass, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1867.

*Bircham, Dalrymple, Drake, Bircham, and Burt*, 46, Parliament-street, Westminster, Solicitors for the Bill.

Imperial Approach  
to Brentwood Station

*Parish of Motney County of Surrey*

Number referring to the Plan.	DESCRIPTION OF PROPERTY.	NAMES OF OWNERS OR REPUTED OWNERS.	NAMES OF LESSEES OR REPUTED LESSEES.	OCCUPIERS' NAMES.
1	Plough Land	The London Necropolis and National Mausoleum Company		In hand
2	Occupation Road	The London Necropolis and National Mausoleum Company		
3	Plough Land	The London Necropolis and National Mausoleum Company		In hand
4	Public Road	The Metropolitan District Highway Board		
5	Arable Land and Occupation Road	The London Necropolis and National Mausoleum Company	William Patten	William Patten
6	Arable Land and Watercourse	The London Necropolis and National Mausoleum Company	William Patten	William Patten
7	Grass Land and Occupation Road and Watercourse	The London Necropolis and National Mausoleum Company	William Patten	William Patten
8	Grass Land and Occupation Road and Watercourses	The London Necropolis and National Mausoleum Company	William Patten	William Patten
9	Arable Land and Watercourses	The London Necropolis and National Mausoleum Company	William Patten	William Patten
10	Grass Land and Watercourse	The London Necropolis and National Mausoleum Company	William Patten	William Patten
11	Arable Land and Watercourses	The London Necropolis and National Mausoleum Company	William Patten	William Patten

HERITAGE WALKS ARCHIVE DOCUMENT

12	Public Road	The Quinceford District Highway Board		
13	Rough Land	The London Necropolis and National Mausoleum Company		In hand
14	Occupation Road	The London Necropolis and National Mausoleum Company, and the Company of Proprietors of the Basingstoke Canal Navigation or one of them.		

Improved Approach to Brookwood Station  
Parish of Woking County of Surrey

Numbers referring to the Plan.	DESCRIPTION OF PROPERTY.	NAMES OF OWNERS OR REPUTED OWNERS.	NAMES OF LESSEES OR REPUTED LESSEES.	OCCUPIERS' NAMES.
15	Bank and Rough Land	The London Necropolis and National Mausoleum Company, The Quinceford District Highway Board and the Company of Proprietors of the Basingstoke Canal Navigation		In hand
16	Rough Land and Canal Bank	The Company of Proprietors of the Basingstoke Canal Navigation		In hand