ANNO DECIMO SEXTO & DECIMO SEPTIMO

VICTORIÆ REGINÆ.

****

Cap. lxxxviii.

An Act for making a Railway from the *London, Brighton, and South Coast* Railway to or near to the Town of *East Grinstead* in the County of *Sussex*. [8th *July* 1853.]

WHEREAS the making of a Railway, with proper Works and Conveniences, from and out of the *London, Brighton, and South Coast* Railway, at or near to the *Three Bridges* Station of the said Railway in the Parish of *Worth* in the County of *Sussex*, to or near to the Town of *East Grinstead*, would be of great public and local Advantage: And whereas the Persons herein-after named, together with other Persons, are willing, at their own Expense, to carry such Undertaking into execution; but the same 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:

I. That the "Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation 8 & 9 Vict. cc. 16. 18. and 20. in-

corporated with this Act.

Consolidation Act, 1845," shall be incorporated with and form Part of this Act, save as to such of the Provisions thereof (if any) as may be expressly repealed or altered by this Act.

Short Title.

II. That in citing this Act for any Purpose it shall be sufficient to use the Expression "The *East Grinstead* Railway Act, 1853."

Incorporation of Company.

III. That *Bernard Hale*, *John Dorrien Magens*, *George Head*, *William Stenning*, *Charles Tooke*, and *Frederick Cayley Worsley*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway and Branch Railway herein-before mentioned and herein-after more particularly defined, with proper Works and Conveniences belonging thereto, according to the Provisions of the said recited Acts and of this Act, and for other the Purposes herein and in the said recited Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *East Grinstead* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands, for the Purposes of the Undertaking, within the Restrictions herein and in the said recited Acts contained.

Capital.

IV. And whereas the estimated Expense of making the said Railway is Forty-seven thousand Pounds: Therefore the Capital of the Company shall be Fifty thousand Pounds.

Number and Amount of Shares.

V. That the Number of Shares into which the Capital shall be divided shall be Two thousand, and the Amount of each Share shall be Twenty-five Pounds.

Calls.

VI. That Five Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Fifteen Pounds shall be the utmost aggregate Amount of Calls that may be made in One Year upon any Share, and Two Months at the least shall be the Interval between successive Calls.

Power to borrow Money on Mortgage.

VII. That it shall be lawful for the Company to borrow on Mortgage any Sums not exceeding in the whole the Sum of Ten thousand Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Fifty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

VIII. That

Application of Money.

VIII. That all and every Part of the several Sums of Money hereby authorized to be raised by Shares, or Mortgage or Bond, shall be applicable only to the Objects and Purposes by this Act authorized.

First General Meeting.

IX. That the First Ordinary Meeting shall be held within Three Months after the passing of this Act.

Arrears may be enforced by Appointment of a Receiver.

X. That it shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver, in the event of the Principal Money due on such Mortgages not being duly paid, the Amount owing to the Mortgagee by whom Application for such Receiver shall be made shall not be less than Two thousand Pounds in the whole.

Number and Qualification of Directors.

XI. That the Number of Directors of the said Company shall be Six, and the Qualification of a Director shall be the Possession in his own Right of Twenty Shares in the Undertaking.

Power to vary the Number of Directors.

XII. That it shall be lawful for the Company from Time to Time to reduce the Number of Directors, provided that the reduced Number be not less than Three.

First Directors.

XIII. That *Bernard Hale*, *John Dorrien Magens*, *George Head*, *William Stenning*, *Charles Tooke*, and *Frederick Cayley Worsley* shall be the First Directors of the Company.

Election of future Directors.

XIV. That the Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act; and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the corresponding Ordinary Meeting to be held in the next and every Year thereafter the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office in rotation, agreeably to the Provisions in the said "Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said "Companies Clauses Consolidation Act, 1845."

XV. That

Quorum. XV. That the Quorum of a Meeting of Directors shall be Three.

Newspapers for Advertisements. XVI. That the Newspapers in which Advertisements relating to the Affairs of the Company are to be inserted shall be One Newspaper published in *London* and One Newspaper published and circulated in the County of *Sussex*.

Line of Railway. XVII. That it shall be lawful for the Company to make and maintain a Railway to commence at or near the *Three Bridges* Station of the *London, Brighton, and South Coast* Railway in the Parish of *Worth* in the County of *Sussex*, passing through the following Places, (that is to say,) *Worth* and *East Grinstead* all in the said County of *Sussex*, and to terminate at or near to *East Grinstead* in the said County of *Sussex*.

Power to make Railway according to deposited Plans. XVIII. And whereas Plans and Sections of the said intended Railway, showing the Line and Levels thereof, and also Books of Reference to such Plans, containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Land through which the said Railway is intended to pass, have been deposited with the Clerk of the Peace of the County of *Sussex:* Be it enacted, That, subject to the Provisions in this and the said recited Acts contained, and to the Powers of Deviation given by such Acts, it shall be lawful for the said Company to make and maintain the said Railway and Works in the Line and upon the Lands delineated upon the Plans and described in the Books of Reference, and according to the Levels shown on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Lands for extraordinary Purposes. XIX. That the Quantity of Land to be taken by the Company for extraordinary Purposes shall not exceed Ten Acres.

Period within which Lands are to be purchased. XX. That the Powers of the Company for compulsory Purchases of Lands for the Purposes of this Act shall not be exercised after the Expiration of Two Years from the passing of this Act.

Period for Completion of Railway, &c. XXI. That after the Expiration of Four Years from the passing of this Act all the Powers hereby granted to the Company for executing the Railway hereby authorized, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall be then completed.

For securing the Completion of the Railway. XXII. And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, c. 20, a Sum of Three thousand five hundred and twenty-

twenty-five Pounds (being One Tenth of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act) has been deposited with the Court of Chancery in *England*, in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Sum of Three thousand five hundred and twenty-five Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the said Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if the said Period shall expire before the said Company shall either have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*; provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Three thousand five hundred and twenty-five Pounds shall have been executed by the said Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for the Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Three thousand five hundred and twenty-five Pounds if the said Company shall not within the Time limited for the Completion of the said Railway either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have

expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interests or Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividend thereof would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Roads to be crossed on the Level.

XXIII. That it shall be lawful for the Company to construct the said Railway across and on the Level of the several Roads numbered on the Plans deposited as herein-before mentioned as follows; (that is to say,) in the Parish of *Worth* the Roads numbered 52 and 60.

Company to abide by Rules, &c. of Board of Trade.

XXIV. That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Point where the said Railway crosses each of the before-mentioned Roads on the Level; and the said Company shall be subject to and abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Board of Trade; and if the said Company shall fail to erect or at all Times maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend any such level Crossing, or to observe or abide by any such Rules or Regulations as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been imposed.

Board of Trade may require a Bridge to be erected, in lieu of level Crossing.

XXV. That it shall be lawful for the Board of Trade, if it shall appear to them to be necessary for the Public Safety, at any Time, either before or after the Railway by this Act authorized to be made shall have been completed and opened for public Traffic, to require the Company, within such Time as the Board of Trade shall direct, and at the Expense of the Company, to carry any or either of the herein-before

herein-before mentioned Roads either under or over the Railway by means of a Bridge or Arch, in lieu of crossing the same on the Level, and to execute such other Works as under the Circumstances of the Case shall appear to the Board of Trade the best adapted for removing or diminishing the Danger arising from any such level Crossing.

As to Communication with the London, Brighton, and South Coast Railway.

XXVI. That the Railway hereby authorized to communicate with the *London, Brighton, and South Coast* Railway shall communicate therewith at the Point where, according to the Plans deposited as in this Act mentioned, such Railway appears to communicate therewith, and at no other Point, without the Consent in Writing of the said *London, Brighton, and South Coast* Railway Company, under their Common Seal, and that all Communications between the said Railway hereby authorized and the said *London, Brighton, and South Coast* Railway, shall be effected in a substantial and workmanlike Manner, by means of Connexion Rails and Points, of the Construction and laid in the Manner approved of from Time to Time and to the entire Satisfaction of the Engineer for the Time being of the said *London, Brighton, and South Coast* Railway Company.

Communications with the London, Brighton, and South Coast Railway to be made at the Expense of the East Grinstead Railway Company.

XXVII. That the Expense of the Communications hereby authorized with the *London, Brighton, and South Coast* Railway, and of all necessary Openings in the Rails thereof, and of all other Works which may from Time to Time be requisite for effecting, altering, amending, repairing, and maintaining such Rails and Points, and of regulating and adjusting the same, shall be borne and paid by the *East Grinstead* Railway Company; and all such Communications, Openings, and Works shall not only be in the first instance made and done, but shall also from Time to Time, at the Expense of the *East Grinstead* Railway Company, be altered, amended, repaired, and maintained, to the Satisfaction of the Engineer for the Time being of the said *London, Brighton, and South Coast* Railway Company, on each Occasion and in such Manner and Form and by such Ways and Means as shall not in anywise prejudice or injure the said *London, Brighton, and South Coast* Railway, or impede, obstruct, or interfere with the free, uninterrupted, and safe passing along the same.

Company not to take Property of the London, Brighton, and South Coast Railway, or interfere with their Railway or Works.

XXVIII. That, notwithstanding anything in this Act contained, it shall not be lawful for the *East Grinstead* Railway Company, or for any Company or Person, under or in execution of this Act, either permanently or temporarily, to enter upon, take, or use any of the Land or Property of the said *London, Brighton, and South Coast* Railway Company, or which they have Power to take under any of their Acts of Parliament, or to construct any Railways or Branch Railways across the same, either on the Level or otherwise, or in any Manner

Manner to alter, vary, or interfere with the said *London, Brighton, and South Coast* Railway, or any of the Works appertaining thereto, save only for the Purpose of effecting the Junction hereby authorized in manner aforesaid.

Saving Rights of the London, Brighton, and South Coast Railway Company.

XXIX. That nothing in this Act contained shall prejudice, diminish, alter, or take away any of the Rights, Powers, or Authorities of or vested in or belonging to the said *London, Brighton, and South Coast* Railway Company, but all their Rights, Powers, and Authorities under their several Acts of Parliament and otherwise are hereby expressly saved and reserved as against and with respect to the said *East Grinstead* Railway Company.

Tolls.

XXX. That it shall be lawful for the Company to demand any Tolls for the Use of the Railway, not exceeding the following; (that is to say,)

Tonnage for Goods, &c.

In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, as follows:

For First-class Goods, described in the Schedule hereunto annexed, *per* Ton *per* Mile One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton per Mile not exceeding One Halfpenny:

For Second-class Goods, described in such Schedule, *per* Ton *per* Mile not exceeding One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

For Third-class Goods, described in such Schedule, *per* Ton *per* Mile Twopence Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

For Fourth-class Goods, described in such Schedule, *per* Ton *per* Mile not exceeding Threepence Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

For Fifth-class Goods, described in such Schedule, *per* Ton *per* Mile not exceeding Fourpence Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny Halfpenny:

And for every Carriage, of whatever Description, having more than Two Wheels, not being a Carriage adapted and used for travelling on a Railway, carried or conveyed on a Truck or Platform not belonging to the Company, *per* Mile not exceeding Fivepence; and if having only Two Wheels, *per* Mile Fourpence; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum of One Penny *per* Mile.

Tolls for Passengers and Animals.

In respect of Passengers and Animals conveyed in Carriages on the Railway, as follows:

For any Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, *per* Mile not exceeding Fourpence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

For every Calf or Pig, Sheep or Lamb, or other small Animal, conveyed in or upon any such Carriage, *per* Mile no exceeding One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

Tolls for propelling Power.

XXXI. That the Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed One Penny *per* Mile for each Passenger or Animal, or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Regulations as to Tolls.

XXXII. That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For a Fraction of a Ton the Company may demand Toll to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

XXXIII. And with respect to small Packages, and single Articles of great Weight, be it enacted, That, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels the Company may demand any Sum which they think fit, not exceeding the Rates following: Not exceeding in Weight Seven Pounds, Threepence; exceeding Seven and not exceeding Fourteen Pounds, Sixpence; exceeding Fourteen and not exceeding Twenty-eight Pounds, Tenpence; exceeding Twenty-eight and not exceeding Fifty-six Pounds, One Shilling and Threepence; exceeding Fifty-six and not exceeding Five hundred Pounds, such Sum as they think proper: Provided always, that Articles sent in large aggregate Quantities, although made up of several Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Stone or Timber, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Sixpence *per* Ton *per* Mile:

For the Carriage of any single Piece of Timber, Stone, or Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand such Sum as they think fit.

Passengers' Luggage.

XXXIV. That every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred Pounds in Weight for First-class Passengers, Sixty Pounds in Weight for Second-class Passengers, and Forty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Maximum Charges for Conveyance of Passengers.

XXXV. That it shall not be lawful for the Company to demand or receive any greater Sum in respect of the Carriage of Passengers conveyed on the Railway than Twopence and Two Fifth Parts of a Penny *per* Passenger *per* Mile in respect of any Passenger travelling in a First-class Carriage, One Penny and Four Fifth Parts of a Penny *per* Passenger *per* Mile in respect of any Passenger travelling in a Second-class Carriage, and One Penny and One Fifth Part of a Penny *per* Passenger *per* Mile in respect of any Passenger travelling in a Third-class Carriage, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance.

For Conveyance of Goods and Cattle.

XXXVI. That it shall not be lawful for the Company to charge, in respect of the several Articles, Matters, and Things, and of the several Descriptions of Animals, herein-after mentioned, conveyed on the

the Railway, any greater Sum, including the Charges for the Use of Carriages, Waggons, or Trucks, and for locomotive Power, and all other Charges incident to such Conveyance (except a reasonable Charge for the Expense of loading and unloading, where such Service is performed by the Company), than the several Sums herein-after mentioned; (that is to say,)

For First-class Goods described in the Schedule hereunto annexed, *per* Ton *per* Mile Twopence:

For Second-class Goods described in such Schedule, *per* Ton *per* Mile Threepence:

For Third-class Goods described in such Schedule, *per* Ton *per* Mile Fourpence:

For Fourth-class Goods described in such Schedule, *per* Ton *per* Mile Fivepence:

For Fifth-class Goods described in such Schedule, *per* Ton *per* Mile Sixpence:

For every Carriage, of whatever Description, having more than Two Wheels, and not being a Carriage adapted and used for travelling on a Railway, *per* Mile Fivepence Farthing; and if having only Two Wheels, *per* Mile Fourpence Farthing:

For every Horse, Mule, or Ass, *per* Mile Fivepence:

For every Ox, Cow, Bull, or Neat Cattle, *per* Mile One Penny Halfpenny:

For every Calf or Pig, *per* Mile One Penny:

For every Sheep, Lamb, or other small Animal, *per* Mile One Farthing.

Tolls for separate Trucks for Cattle, &c.

XXXVII. Provided always, That if any Person shall desire to hire and retain a separate Waggon or Truck for the Conveyance of Cattle or Sheep belonging to him, it shall not be lawful for the Company to charge any greater Sum, including all the Charges aforesaid, than Ninepence *per* Mile for every Waggon or Truck capable of containing conveniently Six Beasts of an ordinary Size, or Thirty Sheep.

Company may take increased Charges by Agreement.

XXXVIII. That nothing herein contained shall be held to prevent the Company from taking any increased Charges, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance of such Goods (except small Parcels) by Passenger Trains, or by reason of any other special Service performed by the Company in relation to such Goods.

Restriction as to Charges not to apply to special Trains.

XXXIX. That the Restriction as to the Charges to be made for Passengers shall not extend to any special Train that may be required to be run upon the said Railway, but shall apply to the express and ordinary

ordinary Trains appointed or to be appointed from Time to Time by the said Company for the Conveyance of Passengers and Goods upon the said Railway.

Interest or Dividend not to be paid on Calls paid.

XL. That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said Railway Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein-before contained shall be deemed to prevent the said Company from paying to any Shareholders such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in the "Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Deposits for future Bills not to be paid out of Capital.

XLI. That it shall not be lawful for the said Company, out of any Money by this Act or any other Act authorized to be raised for the Purposes of such Act or Acts, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament, now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the said Company to construct any other Railway or execute any other Work or Undertaking.

Railway to be subject to Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., 9 & 10 Vict. c. 57., and 14 & 15 Vict. c. 64.

XLII. And whereas an Act was passed in the Seventh Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway;* and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways;* and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops;* and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways;* and another Act was passed in the Session of Parliament holden in the Ninth and Tenth Years of the Reign of Her present Majesty, intituled *An Act for regulating the Gauge of Railways;* and another Act was passed in the Session of Parliament holden in the Fourteenth and Fifteenth Years of the Reign of Her present Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways:* Be it enacted, That nothing in this Act contained shall be held to exempt the said Railway or the said Company from the Provisions of the said several

several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Company, so far as the same shall be applicable thereto.

Railway not exempt from Provisions of future General Acts.

XLIII. That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made, or the Company, from the Provisions of any General Act relating to this Act, or 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 the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act, or of Rates for small Parcels.

SCHEDULE referred to in this Act.

FIRST CLASS.

Alkali.
Alum.
Bark.
Bricks.
Bones for Manure.
Brooms and Broom-handles.
Bran.
Chalk.
Coal.
Coke.
Compost.
Cement.
Tiles.
Dung.
Eggs.
Flint.
Flour.
Fireclay.
Fullers Earth.
Guano.
Grain.
Gas or Water Pipes.
Iron and Wood not otherwise enumerated.
Lime.
Lead.
Malt.
Meal.
Nitrate of Soda.
Oil Cake in Casks.
Potatoes.
Pollard.
Salt for Manure.
Sand.
Stone, Paving or Building.
Slates.
Spelter.

SECOND CLASS.

Ale and Porter in Casks.
Bacon.
Butter in Casks.
Cider.
Charcoal.
Copper.
Hair.
Hemp.
Hides.
Hops.
Hoofs.
Hop-poles.
Iron, Hoop, Sheet, or small Rod.
Lard.
Lead, White or Red.
Marble in Blocks.
Molasses.
Nails.
Paints.
Pitch.
Plaster.
Rags.
Rice.
Resin.
Salt.
Saltpetre.
Seed.
Soap.
Soda.
Steel.
Sugar, Raw.
Sulphur.
Tallow.
Tar.
Tin Tubing.
Vinegar.
Whiting.
Wool.

THIRD CLASS.

Canvas.
Cordage.
Carpeting.
Earthenware.
Flax.
Floorcloth.
Fruit.
Groceries.
Hay.
Hardware.
Iron Castings liable to Damage.
Herrings, Dried.
Leather.
Machinery.
Mats.
Mineral Waters.
Oil in Casks.
Oil Cakes, loose.
Paper.
Rope.
Snuff.
Spirits and Wines in Wood.
Stationery.
Tow.
Turpentine
Varnish.
Veneers.

FOURTH CLASS.

Agricultural Implements.	Drugs.	Woollens.
Bottled Liquor.	Fish.	Luggage.
Books.	Haberdashery.	Poultry, dead.
Butter, Fresh.	Hosiery.	Tinned Ware.
Cork.	Joiners Work.	Wearing Apparel.
China.	Silks.	Meat.
Drapery.	Linens.	Sugar, Refined.

FIFTH CLASS.

Bonnets.	Hats.	Pictures, and light.
Carboys.	Musical Instruments.	Articles generally, per Agreement.
Furniture.	Pianos.	Poultry, alive.
Feathers.	Harps.	
Glass.	Oil in Jars.	

All Goods not enumerated to be charged in the Class to which they are analogous.

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1853.