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Sections deposited for the Purposes of that Act in the Line of the First Junction Railway by that Act authorized, and to make and maintain a Portion of that Railway on Gradients differing from the Gradients authorized by that Act and those Sections: And whereas it is expedient that the Company be authorized to make and maintain a short Junction Railway in the Parish of *Saint Paul Deptford* in *Surrey* to connect the said First Junction Railway with their *Bricklayers Arms* Line: And whereas it is expedient that the Company be authorized to make and maintain Portions of the *South London* Railway and *Herne Hill Junction* Railway authorized by the *London, Brighton, and South Coast* Railway (Additional Powers) Act, 1864, (in this Act called "The Additional Powers Act, 1864,") and of the Railway (Main Line No. 2.) thirdly described in and authorized by the *London, Brighton, and South Coast* Railway (*Mitcham and Tooting* Lines, *&c.*) Act, 1863, (in this Act called "The *Mitcham, &c.* Act, 1863,") and the whole of the Railways No. 4. and No. 5. authorized by that Act on Curves of a less Radius than is authorized by those Acts, and the Plans deposited for the Purposes thereof respectively: And whereas it is expedient that the Company be authorized to make and maintain the Junction Railways No. 3., No. 4., and No. 5. authorized by "The *Mitcham, &c.* Act, 1863," and a Part of the *Lewes and Uckfield Junction* Railway authorized by "The Additional Powers Act, 1864," on Gradients differing from the Gradients authorized by those Acts and the Sections deposited for the Purposes thereof respectively: And whereas it is expedient that the Company be authorized to acquire for Station Accommodation, Approaches, and other Purposes in connexion with the Company's authorized Railways additional Lands in the Parish of *Streatham* in *Surrey*: And whereas for the Purposes of this Act Plans and Sections of the intended Works showing the respective Lines and Levels thereof, with Books of Reference to those Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands to be taken or which may be taken for the Purposes of those Works, and also Plans showing the additional Lands which may be acquired under this Act, with Books of Reference to those Plans, have been deposited for public Inspection with the respective Clerks of the Peace for the Counties of *Surrey*, *Sussex*, and *Kent*: And whereas it is expedient that the Period limited by the *London, Brighton, and South Coast* Railway (*Ouse Valley* Lines) Act, 1864, for the Completion of the several Railways and Works by that Act authorized, and for the compulsory Purchase of Lands for the same, and also the Periods limited by the *London, Brighton, and South Coast* Railway (*Tunbridge Wells and Eastbourne* Line) Act, 1864, and the *London, Brighton, and South Coast* Railway (*St. Leonards* Line) Act, 1865, for the compulsory Purchase of Lands for the Purposes of those Acts, be extended: And whereas it is expedient that

26 & 27 Vict. c. cccxiv.

26 & 27 Vict. c. ccxviii.

27 & 28 Vict. c. cxxiii.

27 & 28 Vict. c. clxxii.

that the Company be authorized to abandon the Construction of the First Junction Railway authorized by "The Additional Powers Act, 1865," from the Commencement of the new Junction Railway by this Act authorized to the authorized Termination of that First Junction Railway at its Junction with the Company's Main Line: And whereas, under the Authority of Parliament, the Company have acquired and removed the Houses in *Marble Court* in the Parish of *Saint Olave Southwark*, and it is expedient that the Soil and Site of *Marble Court* be declared vested in the Company free from all Rights of Way and other Rights over the same: And whereas it is expedient that the Heads of Arrangement between the Company and the *South-eastern* Railway Company set forth in the Schedule to this Act be sanctioned, and that Effect be given thereto: And whereas it is expedient that the Powers of raising Money contained in the Acts now in force relating to the Company be in some respects amended: 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 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:

1. This Act may for all Purposes be cited as "*London, Brighton, and South Coast* Railway Act, 1867." Short Title.

2. "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845," and Part 1 (relating to Construction of a Railway) and Part 2 (relating to Extension of Time) of "The Railways Clauses Act, 1863," (except where expressly varied by this Act,) are respectively incorporated with and are Part of this Act. 8 & 9 Vict. cc. 18. & 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. c. 92. incorporated.

3. In this Act the several Words and Expressions to which by the Acts in whole or in part incorporated with this Act Meanings are assigned have in this Act the same respective Meanings, unless there be in the Subject or Context something repugnant to such Construction; the Expressions "the Company" and "the Promoters of the Undertaking" respectively mean the *London, Brighton, and South Coast* Railway Company, the Expressions "the Railway" and "the Undertaking" include all the Works by this Act authorized, the Expressions "Clerks of the several Parishes in *England*" and "Parish Clerks" in "The Railways Clauses Consolidation Act, 1845," respectively mean, as regards each of the Parishes of *St. Mary Rotherhithe*, *St. Giles Camberwell*, and *St. Mary Lambeth*, the respective Vestry Clerk of the Parish, and as regards each of the Parishes Interpretation of Terms.

Parishes of *St. Paul Deptford*, *Streatham*, and *St. Olave*, the Clerk of the District Board of Works for the District of which the Parish forms Part under "The Metropolis Management Act, 1855," and the Expression "Superior Courts" or "Court of competent Jurisdiction," or any other like Expression in this Act or in any Act in whole or in part incorporated with this Act, shall for the Purposes of this Act be read and have Effect as if the Debt or Demand in respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute.

Power to execute Works according to deposited Plans.

4. Subject to the Provisions of this Act, the Company may make the Works herein-after described, and may maintain the same accordingly, and may enter upon, take, and use such of the Lands delineated on the Plans and described in the Books of Reference deposited for the Purposes of this Act as may be required for those Purposes; that is to say,

They may make and maintain in the Line and according to the Levels shown on the Plans deposited for the Purposes of this Act an additional Arch under the *New Cross* Road on the Eastern Side of and immediately adjoining the Arches carrying that Road over the Company's Main Line at their *New Cross* Station, and may lay down additional Rails under such Arch:

They may make and maintain in the Lines and according to the Levels shown on the Plans deposited for the Purposes of this Act the following Works and Alterations on or in connexion with the First Junction Railway authorized by "The Additional Powers Act, 1865;" *viz.*,

An Extension (in lieu of Embankment) of the authorized Viaduct, shown on the Sections deposited for the Purposes of that Act, between the Distances of One Furlong and Two Furlongs marked thereon from the Commencement of that Railway, which Extension will extend from the South-eastern End of the said authorized Viaduct for One hundred and fifty Yards or thereabouts to the South-eastward, and in the Line of that Railway:

A Junction Railway (Fourteen Chains or thereabouts in Length), commencing by a Junction with the said First Junction Railway authorized by "The Additional Powers Act, 1865," and now in course of Construction at a Point Three hundred and ten Yards or thereabouts (measuring along that Railway) to the South-eastward of the Centre of the Bridge carrying that Railway over the *North Kent Junction* Railway of the *South-eastern* Railway Company, and terminating by a Junction with the Company's *Bricklayers Arms* Line at a Point One hundred and thirty-three Yards or thereabouts (measuring along that Line) to the North-westward of the Bridge carrying the Company's Main Line over the *Grand Surrey* Canal:

They

They may make and maintain the following Railways and Portions of Railway on the Gradients or Inclinations shown on the Sections deposited for the Purposes of this Act (in substitution for the Gradients or Inclinations shown on the Sections respectively deposited for the Purposes of the Acts authorizing the Construction of those Railways or Portions of Railway); to wit,

The First Junction Railway authorized by "The Additional Powers Act, 1865," from a Point at or near the Distance of One Furlong from the Commencement of that Railway marked on the Sections deposited for the Purpose of that Act up to the authorized Termination of that Railway:

The whole of the Junction Railways No. 3., No. 4., and No. 5. authorized by "The *Mitcham, &c.* Act, 1863:"

The *Lewes and Uckfield Junction* Railway authorized by "The Additional Powers Act, 1864," from the Distance of One Mile Six Furlongs as marked on the Sections deposited for the Purposes of that Act up to the authorized Termination of that Railway.

Power to alter certain Curves.

5. The Company may make and maintain the following Railways and Portions of Railway with Curves of a Radius not less than is shown on the Plans deposited for the Purposes of this Act (in substitution for the Curves authorized by the Acts respectively authorizing the Construction of the same Railways and Portions of Railway); to wit,

The *South London* Railway and *Herne Hill Junction* authorized by "The Additional Powers Act, 1864," between the Commencement of that Railway and the Distance marked Five Furlongs on the Plans deposited for the Purposes of that Act:

The Railway (Main Line No. 2.) thirdly described in and authorized by "The *Mitcham, &c.* Act, 1863," between its Junction with the *Wimbledon and Croydon* Railway and the Distance marked Three Furlongs on the Plans deposited for the Purposes of that Act:

The Junction Railways No. 4. and No. 5. authorized by "The *Mitcham, &c.* Act, 1863."

Limiting Powers as to Alterations of Curves and Gradients.

6. Provided that for the Purposes of any Alteration authorized by this Act of any Curve or Gradient on any Railway the Company shall not deviate from the authorized Line or Levels of the Railway beyond the Extent of lateral and vertical Deviation allowed by the Act which authorized the Construction of the Railway, or enter upon, take, or use any Land other than Land which they might have entered upon, taken, or used under the Authority of the same Act.

Providing for Issue of authorized Capital.

7. Whereas under the Provisions of the Acts of Parliament now in force relating to the Company they are prohibited from issuing any Shares

Shares or Stock at a Discount, and they are under other Restrictions which have rendered them unable to raise the Money required to fulfil their Engagements and Liabilities, and it is expedient that further Powers should be vested in them to enable them so to do, and also in regard to the Application of their Capital: Therefore, notwithstanding anything to the contrary contained in any Act now in force relating to the Company, it shall be lawful for the Company from Time to Time to have and exercise the following Powers with regard to the Capital which by any Act now in force relating to the Company they are authorized to create or issue; (that is to say,)

A. A Power to dispose of Ordinary Shares and Ordinary Stock, notwithstanding that less than the full nominal Amount of any Share or Portion of Stock may be payable or paid in respect thereof:

B. A Power to issue as Ordinary Shares or Stock any Shares or Stock already created with a Preferential Dividend, but not actually issued, and to dispose of the same as Ordinary Shares or Stock under this Enactment:

C. A Power to attach to any Preferential Share or Shares or Portion or Portions of Stock authorized under the *London, Brighton, and South Coast* Railway (Capital and Powers) Act, 1866, and not actually issued, a Right in the Holder thereof to exchange at any Time within Three Years from the Issue thereof such Preferential Shares or Stock for the Ordinary Shares or Stock which the Company is hereby authorized to issue at such Rate, not being less than Sixty-five *per Cent.* as may be authorized at a Meeting of the Company as herein-after provided:

D. A Power to apply all Monies raised or to be raised by the Company by Shares or Stock or borrowing to such of the Works, Purposes, and Engagements which the Company are authorized to execute or liable to perform or pay, and in such Order as the Directors from Time to Time think fit:

Provided always, that none of the said Powers marked A., B., and C. shall be exercised, except with the like Sanction of a Meeting thereto as is by the Twelfth Section of "The Companies Clauses Act, 1863," required to the Creation and Issue of Ordinary Shares or Ordinary Stock, but so nevertheless that the Fact that such Meeting may have been called before the passing of this Act shall not prejudice or affect the Validity of any Resolution passed thereat: Provided also, that any Stock or Shares issued under the Powers contained in this Enactment shall be issued subject to such, if any, Provisions as to the offering or issuing of the same to any Persons as the Meeting authorizing the Issue shall prescribe, and, subject thereto, may from Time to Time be disposed of at such Times and to such Persons and in such Manner as the Directors think advantageous to the Company.

8. Any

Rate at which Shares, &c. may be issued.

8. Any Preferential Shares or Stock or Debenture Stock which by any Act now in force relating to the Company they are authorized to create or issue, they may create or issue with and bearing such Rate of Interest or Dividend as they from Time to Time think fit, and whether or not exceeding, as regards Preferential Shares or Stock, the Rate of Five Pounds *per Centum per Annum*, and as regards Debenture Stock the Rate of Four Pounds *per Centum per Annum*; and any Perpetual Annuities which by any Act now in force relating to the Company they are authorized to grant or sell, they may grant or sell at such Rate *per Centum* as they from Time to Time think fit, whether or not exceeding the Rate of Four Pounds *per Centum per Annum*.

Additional Lands for Stations, &c.

9. Subject to the Provisions of this Act, the Company may from Time to Time enter upon, take, purchase, and use for Station Accommodation, Approaches, and other Purposes in connexion with their Undertaking all or any Part of the Lands in the Parish of *Streatham* in *Surrey* delineated on the Plans of additional Lands and described in the Books of Reference deposited for the Purposes of this Act.

Powers for compulsory Purchases limited.

10. The Powers by this Act given to the Company for the compulsory Purchase of Lands shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for Completion of Works.

11. The new Junction Railway and the additional Arch under the *New Cross* Road by this Act authorized shall be completed within Three Years from the passing of this Act, and all other Works by this Act authorized on or in connexion with any other Railway shall be completed within the Period limited for the Completion of that other Railway by the Acts from Time to Time in force relating thereto, and on the Expiration of the Period hereby limited for the Completion of any Railway or Work the Powers by this Act granted to the Company for executing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Easements only to be acquired over South-eastern Railway Company's Property.

12. No Land belonging to the *South-eastern* Railway Company shall be taken by the Company under this Act without the previous Consent of the *South-eastern* Railway Company in Writing under their Common Seal; provided that the Company may purchase and take from the *South-eastern* Railway Company, and that Company shall, if so required by the Company, grant in perpetuity to them, an Easement in or Right of using, for the Purpose of making and maintaining the Junction Railway by this Act authorized, any Land belonging to

to the *South-eastern* Railway Company shown on the deposited Plans and specified in the deposited Books of Reference thereto.

For Protection of the East London Railway Company.

13. Except as in this Act otherwise expressly provided, nothing in this Act contained shall extend or be deemed to extend to prejudice, diminish, alter, abridge, or in any way affect any of the Rights, Privileges, Powers, or Authorities vested in the *East London* Railway Company.

Extending Provisions of 28 & 29 Vict. c. lxvi. relating to Boards of Works, &c.

14. The Sections of "The Additional Powers Act, 1865," numbered respectively 33 and 34 and 35 and 36 and 37, relating to the Metropolitan Board of Works, and also as regards Sections 36 and 37 to District Boards and Vestries, shall extend and apply to the Junction Railway and Works connected therewith by this Act authorized, and to the Powers by this Act given to the Company in relation thereto, as fully and effectually as if those Sections were in this Act re-enacted with especial Reference to that Railway and to those Works and Powers.

Extending Time for Purchase of Lands for and for completing certain Lines.

15. The Powers given by the *London, Brighton, and South Coast* Railway (*Ouse Valley* Lines) Act, 1864, for the compulsory Purchase of Lands for the Purposes of the Railways and Works by that Act authorized, and for the Completion of those Railways and Works, may be exercised by the Company as regards compulsory Purchase within Two Years, and as regards Completion within Three Years, from the passing of this Act, but not after the Expiration of the said Period of Two Years, or, as the Case may be, Three Years.

Extending Time for, Purchase of Lands for, certain other Lines.

16. The Powers given to the Company by the *London, Brighton, and South Coast* Railway (*Tunbridge Wells and Eastbourne* Line) Act, 1864, and the *London, Brighton, and South Coast* Railway (*St. Leonards* Line) Act, 1865, respectively, for the compulsory Purchase of Lands for the Purposes of the Railways and Works by these Acts respectively authorized, may be exercised within Two Years, but not after the Expiration of Two Years, from the passing of this Act.

Penalty for Noncompletion of Railway by Time limited.

17. If any Railway which the Company are by this Act authorized to construct, or the Time for the Completion whereof is by this Act extended, be not completed within the Period by this Act limited for the Completion thereof, the Company shall be liable to a Penalty of Fifty Pounds a Day, to be recoverable as a Debt due to the Crown, for every Day after the Expiration of that Period until that Railway be completed and opened for public Traffic, but no Penalty shall accrue in respect of any Time during which it appears by a Certificate obtained from the Board of Trade that the Company

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were prevented from completing or opening the Railway by unforeseen Accident or Circumstances beyond their Control; but the Want of sufficient Funds shall not be held to be a Circumstance beyond their Control.

New Works to be Part of Undertaking.

18. The new Junction Railway and Works by this Act authorized to be constructed by the Company, and all Lands acquired by them under the Authority of this Act, shall be deemed Part of the Undertaking of the Company.

Company's Byelaws, &c. extended to their Railway, &c. under Act.

19. The Byelaws, Rules, and Regulations of the Company which at the Time of the passing of this Act are in force shall, from and after the passing of this Act, and unless and until they are altered or repealed by the Company, extend and apply to the Railway, Works, and Property by this Act authorized to be made or acquired by them, and to the Company's Officers and Servants and other Persons, in like Manner as if those Byelaws, Rules, and Regulations were made under this Act with respect to the same, and shall be observed and may be enforced, and all Penalties thereunder may be adjudged and recovered, as if the same were Byelaws, Rules, and Regulations of the Company made under this Act.

Tolls as under 26 & 27 Vict. c. ccxviii.

20. The several Tolls, Fares, Rates, and Charges which by the *Mitcham, &c.* Act, 1863, the Company were authorized to demand and take in respect of their then Railways may from Time to Time be demanded and taken in respect of the Railway by this Act authorized to be made by them, and Sections 48 to 57 (both inclusive) of that Act with respect to Tolls, Fares, Rates, and Charges are from and after the passing of this Act extended, and shall be read and have Effect accordingly, and as if such last-mentioned Railway had been authorized by the *Mitcham, &c.* Act, 1863.

Power to abandon Portion of a Railway.

21. The Company shall abandon the Construction of the First Junction Railway authorized by the Additional Powers Act, 1865, from the Commencement of the new Junction Railway by this Act authorized to the Termination of the said First Junction Railway at its Junction with the Company's Main Line.

Compensation for Damage to Land by Entry, &c. for Purposes of Work abandoned.

22. The Abandonment by the Company, under the Authority of this Act, of any Work shall not prejudice or affect the Right of the Owner or Occupier of any Land to receive Compensation, in accordance with the Provisions in that Behalf of "The Lands Clauses Consolidation Act, 1845," for any Damage occasioned by the Entry of the Company on the Land for the Purpose of surveying and taking Levels, or probing or boring to ascertain the Nature of the Soil, or setting out the Line of the Work, and shall not prejudice or affect the

Right of the Owner or Occupier of any Land temporarily occupied by the Company to receive Compensation, in accordance with the Provisions in that Behalf of "The Railways Clauses Consolidation Act, 1845," for the temporary Occupation, or for any Loss, Damage, or Injury sustained by the Owner or Occupier by reason thereof, or of the Exercise, with respect to the Land, of any of the Powers contained in the last-mentioned Act or the Act authorizing the Work.

Company to make Compensation for Lands taken for Works abandoned.

23. Where before the passing of this Act any Contract was entered into or Notice given by the Company for purchasing any Land which they were authorized to purchase for making any Work by this Act directed to be abandoned, and not required for the Purposes of any of the Works by this Act authorized to be constructed, full Compensation shall be made by the Company to the Owners or Occupiers or other Persons interested in those Lands for all Injury or Damage sustained by them respectively by reason of the Purchase not being completed pursuant to the Contract or Notice; and the Amount and Application of the Compensation shall be determined in manner by "The Lands Clauses Consolidation Act, 1845," provided for determining the Amount and Application of Compensation for Lands taken under the Provisions thereof.

Extinguishing Rights over Site of Marble Court.

24. The Soil and Site of that Part of *Marble Court* in the Parish of *Saint Olave Southwark* which is shown within broken Black Lines on the Plans deposited for the Purposes of this Act is hereby declared to be vested in the Company absolutely for their own Benefit, free from all Rights of Way and other Rights in and over the same, and all such Rights are hereby extinguished.

Heads of Arrangements in Schedule confirmed and declared binding.

25. The Heads of Arrangement set forth in the Schedule to this Act are hereby confirmed and declared binding on the Company (who in those Heads are called the *Brighton* Company) and the *South-eastern* Railway Company (who in those Heads are called the *South-eastern* Company), and shall be carried into effect by them accordingly.

Saving Rights of Companies.

26. Except as is by this Act expressly provided, nothing in this Act contained shall take away, lessen, prejudice, or alter any of the Estates, Rights, Interests, Powers, or Privileges of the Company or of any other Company named in this Act.

Interest not to be paid on Calls paid up.

27. The Company shall not, out of any Money by this Act authorized to be raised by Calls or by borrowing, pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him; provided that this Act shall not prevent the Company from paying to any Shareholder such Interest

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on Money advanced by him beyond the Amount of the Calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

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

28. The Company shall not, out of any Money by this Act authorized to be raised by Calls or by borrowing, pay or deposit any Sum which, by any Standing Order of either House of Parliament now or hereafter in force, is required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway, or to execute any other Work or Undertaking.

Railways not exempt from Provisions of present and future General Acts.

29. Nothing in this Act contained shall exempt any Railway to which this Act relates from the Provisions of any General Act relating to Railways, or the better and more impartial Audit of the Accounts of Railway Companies, now or hereafter in force, 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, authorized by any of the Acts relating to the Company.

Expenses of Act.

30. 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.

SCHEDULE referred to in the foregoing Act.

Heads of Arrangement.

Subject to the annual Payments to be made by the Brighton Company to the South-eastern Company as herein-after provided, the Brighton Company to have equal Rights and Powers with the South-eastern Company over the Line of the South-eastern Company between their Boundary near Bopeep Station and Hastings, including Use, Management, and Control of Passenger and Goods Stations (and Signals) near Warrior Square, Saint Hastings.

The Line and Stations between the said Boundary and Hastings to be managed by a Joint Committee consisting of Two Members from each Board, with a standing Arbitrator to settle Differences.

The Joint Committee from Time to Time to determine any future Enlargements of either Station, and the standing Arbitrator to decide in case of Difference, and if any future Powers are required from Parliament the South-eastern Company to apply for the same; but should the South-eastern Company neglect

neglect to apply, the Brighton Company to be at liberty to do so, and both Companies are to give all necessary Consents.

Amount of annual Payments to be made by the Brighton Company to the South-eastern Company for Use of Line and Station at Saint Leonards (Warrior Square), and also for the Use of the enlarged Station at Hastings, when enlarged by the South-eastern Railway Company as hereinafter provided, to be agreed or settled by reference to Mr. T. E. Harrison.

The South-eastern Company to enlarge at their Cost by the End of December 1867, or by such other Time as the standing Arbitrator may determine, the existing Stations at Hastings and St. Leonards (Warrior Square), so as to form Joint Stations, Mr. Harrison to design the Plan in the event of Difference, with Powers to appropriate Portions thereof to either Company if he thinks proper.

The Costs of Management and Repair, including Staff, Stores, Rates, &c. appertaining to the Joint Lines and Stations, to be borne by the Two Companies in proportion to the Traffic and User by the respective Companies, each Company to be at liberty to appoint and pay an Officer of their own at Hastings Station, who is to be subject to the Station-master.

All Matters in dispute to be left to Mr. T. E. Harrison, who shall be the standing Arbitrator, unless otherwise agreed.

The Brighton Company to withdraw their Powers for new Line and Stations.

The South-eastern Company, if possible, to acquire all Land at Hastings for which they are seeking Powers this Session for the Purposes of a Joint Station.

The above Heads of Agreement to be extended into a formal Instrument by Mr. John Bullar, and the Two Companies to concur in applying to Parliament for Powers confirming the same and carrying it into effect.

These Heads are subject to the South-eastern Company having Access by Bridge at all Times hereafter over the Line so to be used jointly as aforesaid to their intended Station near the Bopeep Junction.

Dated this 11th Day of June 1866.

Seal of the London, Brighton, and South Coast Railway Company.

Seal of the South-eastern Railway Company.

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