CHAP. cliv.

An Act to authorise the London, Brighton, and South Coast Railway Company to abandon the Worthing Junction, and to make a short Railway for improving the communication with Eastbourne, and to acquire additional Lands, and to sanction Agreements between them and the South-eastern Railway Company; and for other purposes. A.D. 1870.

[1st August 1870.]

WHEREAS by "The London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866," the London, Brighton, and South Coast Railway Company (in this Act called the Company) were authorised to make and maintain (amongst other works) the Worthing Junction, being a railway one mile and nine chains or thereabouts in length, wholly in the parishes of Old Shoreham and Lancing in Sussex, commencing by a junction with the Company's Shoreham, Henfield, and Mid-Sussex Branch, and terminating by a junction with their Portsmouth line: 29 & 30 Vict. c. cclxxi.

And whereas it is expedient that the Company be authorised to abandon the construction of the Worthing Junction:

And whereas it is expedient that the Company be authorised to make and maintain a short junction railway (to be called the Eastbourne Junction) to connect their Eastbourne Branch with their Hastings line:

And whereas it is expedient that the Company be authorised to acquire certain additional lands in the parish of Brighton, otherwise Brighthelmstone, in Sussex, the owners or occupiers whereof have or claim to have rights of way over the Company's Brighton Station and their railways there, and that such rights of way (if any) be extinguished:

And whereas it is expedient that the Company be authorised to acquire certain additional lands in the parishes of Saint Thomas, Southwark, and Saint Olave, Southwark, for the improvement and

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enlargement of their station and office accommodation at London Bridge:

And whereas plans and sections of the proposed junction railway, showing the line and levels thereof and the lands required for the purposes thereof, and also plans of the other lands and property to be acquired as aforesaid, together with books of reference to the said plans, have been deposited with the respective clerks of the peace for the counties of Surrey and Sussex, and the same are in this Act referred to as the deposited plans, sections, and books of reference:

And whereas by the West London and Crystal Palace Railway Act, 1853, the West End of London and Crystal Palace Railway Company were authorised (section 48) to carry their railway across and on the level of the road numbered on the plans deposited for the purposes of that Act 49 in the parish of Saint Mary, Lambeth (being the road known as the Canterbury Grove Road), but (section 50) power was reserved to the Board of Trade to require that Company to carry the road either under or over the railway by means of a bridge or arch in lieu of crossing the same on the level:

And whereas under the West London and Crystal Palace Railway Act, 1857 (sections 10 and 18), and the London, Brighton, and South Coast Railway Act, 1860 (section 64), the Company, as purchasers of the West End of London and Crystal Palace Railway Company's undertaking (except the Farnborough Extension) represent that Company:

And whereas the Canterbury Grove Road was not carried across the said railway, either on the level or otherwise, but a bridge for foot passengers was constructed at the place where it was intended to have crossed the railway, and the rest of the traffic passed over the neighbouring bridge, called the Sydenham Grove Bridge, and over a short piece of road connecting that bridge with the Canterbury Grove Road:

And whereas that short piece of road having recently been claimed as private property, and the passage over it having been interrupted, the Company have constructed a new road over their own land, connecting the Canterbury Grove Road with the Sydenham Grove Road, and have widened the Sydenham Grove Bridge, and it is expedient that these works be sanctioned, and that the Company be exonerated from all obligation to carry the Canterbury Grove Road across the said railway:

And whereas it is expedient that the agreement between the Company and the South-eastern Railway Company, a copy of which is set forth in the schedule to this Act, be sanctioned:

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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:

Short title.

1. This Act may for all purposes be cited as "London, Brighton, and South Coast Railway Act, 1870."

Provisions of general Acts herein named incorporated.

2. "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to construction of a railway) of "The Railways Clauses Act, 1863" (except where expressly varied by this Act), are respectively incorporated with and are part of this Act.

Interpretation of terms.

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 word "owner" has the meaning assigned to it in "The Lands Clauses Consolidation Act, 1845;" the expression "the Company" means the London, Brighton, and South Coast Railway Company; and the expression "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; and the expression "superior courts" shall include county courts in all cases where the amount of the debt or demand is within the jurisdiction for the time being of county courts; and in "The Railways Clauses Consolidation Act, 1845," as incorporated with this Act, the expression "clerks of the several parishes in England" and the expression "parish clerks" respectively mean, as regards each of the parishes of Saint Olave, Southwark, and Saint Thomas, Southwark, the clerk of the district board of works for the district of Saint Olave, and as regards the parish of Saint Mary Magdalene, Bermondsey, the vestry clerk of that parish; and where any lands by this Act authorised to be taken are situate within the borough of Southwark, then with respect to those lands, in every case in which any question of disputed compensation is required by the Lands Clauses Consolidation Act, 1845, or any Act amending the same, to be determined by the verdict of a jury, the high bailiff of the borough of Southwark or his deputy

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shall be deemed to be substituted for the sheriff throughout such of the enactments of the Lands Clauses Consolidation Act, 1845, and any Act amending the same, as relate to the reference to a jury.

Certain works to be abandoned.

4. The Company shall abandon the construction of the Worthing Junction authorised by the London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866, and are hereby absolved from all penalties under any Act of Parliament for the non-completion thereof.

Compensation for damage to land by entry, &c. for purposes of work abandoned.

5. 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 authorising the work.

Company to make compensation for lands taken for works abandoned.

6. 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 authorised to purchase for making any work by this Act directed to be abandoned, 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.

Power to make railway according to deposited plans.

7. Subject to the provisions of this Act and of the Acts wholly or partially incorporated herewith, the Company may make and maintain in the line and according to the levels shown on the deposited plans and sections the railway herein-after described, with all proper stations, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited

books of reference as may be required for that purpose; the railway herein referred to is,—

The Eastbourne Junction (being a railway one mile one furlong four chains and a quarter or thereabouts in length), commencing in the parish of Willingdon, in the county of Sussex, by a junction with the Company's Eastbourne Branch, and terminating in the parish of Westham, in the county of Sussex, by a junction with the Company's Hastings line.

Power to take additional property.

8. The Company may also from time to time enter upon, take, and use the lands and property in the parishes of Brighton, otherwise Brighthelmstone, in Sussex, and Saint Thomas, Southwark, and Saint Olave's, Southwark, in Surrey, which are shown and numbered on the deposited plans and described in the deposited books of reference, and may purchase and take all estates and interests therein or appurtenant thereto.

Powers for compulsory purchases limited.

9. The powers of the Company for the compulsory purchase of the lands and property which they are by this Act authorised to take shall not be exercised after the expiration of three years from the passing of this Act.

Penalty for non-completion of railway.

10. If the Company fail within the period limited by this Act to complete the railway authorised to be made by this Act, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the said railway is completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the said railway, and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act, and in the same manner as the penalty provided in the third section of the Act 17 and 18 Victoria, cap. 31, known as the Railway and Canal Traffic Act, 1854; and every sum of money recovered by way of penalty as aforesaid shall be paid, under the warrant or order of such court or judge as is specified in the said third section of the Act 17 and 18 Victoria, cap. 31, to an account to be opened in the name and with the privity of the Accountant General of the Court of Chancery in England in the bank named in such order, and shall not be paid thereout except as herein-after provided, but no penalty shall accrue in respect of any time during which it shall appear, by a certificate to be obtained from the Board of Trade, that the Company was prevented from completing or opening the said railway by unforeseen accident or circumstances

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beyond their control, provided that want of sufficient funds shall not be held to be a circumstance beyond their control.

Providing for application of penalty in compensation to parties injured by non-completion of railway.

11. Every sum of money so recovered by way of penalty as last aforesaid shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the said railway or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers conferred upon the Company of taking property for the purposes of that railway, and for which injury or loss no compensation, or inadequate compensation, shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit; and if no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall be paid by the Company.

Period for completion of works.

12. The railway by this Act authorised shall be completed within five years from the passing of this Act, and if the railway shall not be completed within that period, then, on the expiration thereof, the powers by this Act granted to the Company for making and completing the railway or otherwise in relation thereto shall cease to be exercised, except as to so much thereof as shall then be completed.

Tolls, &c.

13. The railway by this Act authorised shall for all purposes (including the levying of tolls, rates, fares, and charges) be deemed part of the railways of the Company, and the Company may upon and in respect of that railway demand and take any tolls, rates, fares, and charges not exceeding those which by "The London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863," and "The London, Brighton, and South Coast Railway Act, 1868," they are authorised to demand and take upon or in respect of their railways.

Application of funds.

14. The Company may apply for the purposes of this Act any money raised or to be raised by them by shares or stock or borrowing which they have power to apply generally to works, purposes, and engagements which they are authorised to execute or liable to perform.

Extinguishing rights of way at Brighton Station.

15. When and as soon as the Company shall have purchased the lands in the parish of Brighton, otherwise Brighthelmstone, which they are by this Act authorised to take, all rights of way attached to those lands through and over their Brighton Station and their railways and works in and near that station are hereby extinguished.

Provision as to Canterbury Grove Road.

16. The construction by the Company of the said new road connecting the Canterbury Grove Road with the Sydenham Grove Road (which new road is on the south-western side of the Company's West End of London and Crystal Palace Railway, and commences at or near the bridge for foot passengers over that railway at Canterbury Grove, and terminates on the Sydenham Grove Bridge over that railway), and the widening by them of the said Sydenham Grove Bridge (all in the parish of Saint Mary, Lambeth, in Surrey), are hereby sanctioned and confirmed, and the Company are hereby discharged from all liability to carry the road numbered on the plans deposited for the purposes of "The West London and Crystal Palace Railway Act, 1853," 49 in that parish (being the Canterbury Grove Road) across their railway, and the recited sections (48 and 50) of "The West London and Crystal Palace Railway Act, 1853," so far as they relate to that road, are hereby repealed.

Management, &c. of new road.

17. When the Company shall in the said new road so constructed by them have, to the satisfaction of the surveyor for the time being of the vestry or other body having the management and maintenance of public roads in the said parish of Saint Mary, Lambeth, made a good and sufficient sewer, and also properly made up and metalled the roadway of the said road, and made and kerbed proper footways thereto, in such manner and of such dimensions and materials as shall be approved of by the said surveyor, the said new road shall be and thenceforth continue to be managed and maintained by and at the expense of the said vestry or other body.

Period for closing register of transfers.

18. Henceforward the prescribed period for closing the register of transfers of shares and stock of the Company shall be any period not exceeding twenty-one days previous to each ordinary meeting of the Company.

Sanctioning agreement with South-eastern Railway Company.

19. The indenture of agreement between the Company and the South-eastern Railway Company, a copy of which is set forth in the schedule to this Act, is hereby confirmed, and declared binding on both parties thereto, and shall be carried into effect accordingly.

Railways not exempt from provisions of present and future general Acts.

20. Nothing herein contained shall be deemed or construed to exempt the railways of the Company from the provisions of any general Act relating to railways, or the better and more impartial audit of the accounts of railway companies, now in force or

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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, authorised by any Acts mentioned in this Act.

Expenses of Act.

21. The costs, charges, and expenses preliminary to and of and incident to the preparing, applying for, obtaining, and passing of this Act shall be paid by the Company.

The SCHEDULE referred to in the foregoing Act.

This Indenture of Agreement, made the 12th day of January 1870, between the London, Brighton, and South Coast Railway Company (in this agreement called the Brighton Company) of the one part, and the South-eastern Railway Company (in this agreement called the South-eastern Company) of the other part (which Companies are in this agreement referred to as the Companies),

Witnesseth that, in consideration of the mutual benefits to accrue to the Companies from this agreement, each of the Companies hereby covenants with the other of them as follows; that is to say,

Preliminary.

1. This agreement shall operate as on and from the 1st day of February 1869, and shall continue in operation for ten years from that day.

2. The schedules to this agreement shall have effect and be construed as part of this agreement.

3. In this agreement, the term "coaching traffic" comprises traffic of every kind usually carried by passenger trains, exclusive of mails.

The term "goods traffic" comprises traffic of every kind usually carried by trains which convey merchandise, cattle, or minerals.

4. Every requisition, account, statement, or other communication to be given, rendered, or made by either of the Companies to the other for any purpose of this agreement shall be in writing or print, or partly in writing and partly in print, and shall be sufficient, if signed by the Secretary of the Company giving, rendering, or making it, and delivered for the other Company at their principal office in London.

Competitive Traffic.

5. Subject to exceptions in this agreement, the competitive traffic comprised in this agreement is all coaching and goods traffic of either of the Companies or of any other company or person (whether local or through) between the competitive stations of the Companies, that is to say, between the several stations enumerated in the first column of the first schedule to this agreement and the several stations set opposite thereto respectively in the second column of the same schedule, and this agreement also comprises all goods traffic to and from all wharves on the Thames as far down as and including the wharves at Erith, but as regards through traffic this agreement shall only comprise such through traffic as passes through London.

6. London includes all such stations of either Company or of any other railway company as are for the time being situate within six miles from the

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Nelson Column at Charing Cross, measured in a direct line, subject to the following provisions:

First, London includes New Cross Station as regards traffic between that station and Croydon only:

Secondly, London shall not include Forest Hill Station:

Thirdly, London includes the Crystal Palace Station, but only as regards traffic between that station and Hastings, St. Leonards, and Tunbridge Wells:

Fourthly, London does not include New Wandsworth, Wandsworth Common, Balham, Streatham Hill, Lower Norwood, Gipsy Hill, Champion Hill, North Dulwich, Tulse Hill, and Streatham, as regards traffic between those stations respectively and Croydon, Box Hill, Dorking, or West Humble.

7. The South-eastern Company shall be at liberty to carry goods between East Croydon and their Bricklayers' Arms Station, if and when they think fit, but upon paying to the Brighton Company a proportion of all working and establishment charges of East Croydon Station in respect of the work performed for them there as regards such goods.

8. No excursion trains shall run between the Crystal Palace Station and Hastings, St. Leonard's, or Tunbridge Wells without previous agreement between the Companies or the sanction of the joint committee.

9. As regards competitive traffic, the Companies shall from time to time agree on the service of the trains and the rates and fares, and neither of them shall run any train or charge any rate or fare except in accordance with the agreement for the time being in force, nor shall either Company divert any traffic, or do any other act to the prejudice of the other Company or which shall be contrary to the fair and true spirit and meaning of this agreement, which is based upon the principle of avoiding unnecessary competition between the Companies in respect of the traffic between the competitive stations, having regard to the requirements of the public from time to time, and to the ability of and the mode adopted by each Company for conducting such traffic as the same existed on the said 1st day of February 1869.

10. The Companies shall divide their aggregate gross receipts from competitive traffic as follows; (that is to say,)

As regards coaching traffic, in the shares specified in the third and fourth columns of the schedule to this agreement:

As regards goods traffic, in equal shares.

11. Before division of receipts, the amounts paid in respect of the following charges shall be deducted by the Company paying the same; namely,—

1. Tolls paid to other companies on through traffic:

2. Government passenger duty.

12. Before division of receipts, an allowance on account of working expenses shall be made to each Company (both for coaching and for goods traffic) of 25 per centum on the traffic carried by them respectively.

13. Joint return and season tickets may be issued, available by both the South-eastern and Brighton lines, and also available at stations on the Charing

Cross Railway. The extra amount charged for such joint tickets in respect of the Charing Cross Railway and stations to be deducted and retained by the South-eastern Company before division of the receipts, and in the event of no such additional charge being made to the public for such joint tickets, such an amount shall be allowed the South-eastern Company for the Charing Cross Railway and stations as may be agreed from time to time, and, failing agreement, as shall be settled by the arbitrator. The second schedule to this agreement shows the amounts to be retained by the South-eastern Company in respect of the Charing Cross Railway and stations as aforesaid until a further agreement shall be come to between the Companies in regard thereto, or, failing agreement, as shall be decided by the arbitrator, at the instance of either Company.

14. Nothing in this agreement shall confer upon either Company any further or other right of running over or using any railway or station of the other Company beyond the rights of each Company respectively as existing on the said 1st day of February 1869, nor shall anything in this agreement take away or restrict the right of each of the Companies to alter the position of their respective stations or to make new stations, and the provisions of this agreement shall apply as nearly as may be to any substituted station as they apply to the station for which it is substituted, and to any new station as they apply to stations existing on the said 1st day of February 1869.

Accounts.

15. Each of the Companies shall keep true and perfect accounts respecting the competitive traffic, and respecting all matters requisite for the purposes of this agreement, with details and vouchers proper and sufficient for explanation and proof thereof.

16. All accounts and vouchers kept by either of the Companies for the purposes of this agreement shall be open at all reasonable times to the inspection and transcription of the directors and officers of the other, and the Companies reciprocally shall afford proper and sufficient facilities for such inspection and transcription.

17. Not later than the second week in each month, each of the Companies shall render to the other the accounts which they are required to keep for the purposes of this agreement, made up to the last day of the then preceding month.

18. The monthly accounts so exchanged between the Companies shall be agreed with all due despatch, month by month, and the balance found due by either Company for each six months, ending on the 30th June and 31st December, shall be paid by them to the other within the month next following those days respectively.

Joint Committee.

19. There shall be a joint committee, to be called the Brighton and South eastern Joint Committee, who shall have the general direction and control over the competitive traffic, and all other matters forming the subject of this agree-

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ment or connected therewith, and such joint committee shall be constituted as follows; that is to say,

(1.) Within fourteen days after the date of this agreement the Board of Directors of each of the Companies shall appoint three members of the Board to be their representatives on the joint committee:

(2.) The six persons so appointed and their successors shall form and be the joint committee:

(3.) Each Board may at any time remove any member of the joint committee representing them:

(4.) A member of the joint committee shall cease to be a member thereof on his ceasing to be a member of the Board appointing him:

(5.) A vacancy among the members of the joint committee caused by death, resignation, removal, disqualification, or otherwise, shall be filled up by the Board of Directors by whom the vacating member was appointed:

(6.) All appointments and removals of members of the joint committee shall be made by writing under the hand of the chairman for the time being of the Board of the Company making the same.

20. The joint committee shall from time to time make such regulations as they think fit respecting the times and places of their meetings, the quorum of their body, the appointment of a chairman, and other matters relating to the execution of their duties.

21. The joint committee may appoint and remunerate such officers, clerks, and servants as they from time to time think requisite.

22. The joint committee shall keep proper books in which shall be entered minutes of their proceedings and accounts of their expenses.

23. The expenses of the joint committee, including the remuneration of such committee, to be from time to time fixed by the Boards of the two Companies respectively, shall be borne by the Companies in equal shares, and the accounts thereof, as between the Companies, shall be settled half-yearly, together with the accounts in respect of competitive traffic.

STANDING ARBITRATOR.

24. There shall be a standing arbitrator for the purposes of this agreement.

25. The first standing arbitrator shall be Marmaduke Sampson, Esquire.

26. The standing arbitrator for the time being may be removed from office at any time by the joint committee.

27. Any vacancy in the office of standing arbitrator shall be, within fourteen days after the same happens, filled by the appointment of a person to be standing arbitrator by the joint committee, and, in default thereof, by the appointment of a person to be standing arbitrator by the Board of Trade, on the application of either party.

28. If any difference arises in the joint committee between the representatives of one of the Companies and the representatives of the other, as regards any matter whatever under this agreement or the operation thereof, or in any

way connected therewith, or the conduct of either Company in reference thereto, the same shall immediately, on the request of any member of the joint committee, be referred to the standing arbitrator.

29. The decision of the standing arbitrator shall in all cases be final and binding on the joint committee and on the Companies.

30. The standing arbitrator shall nevertheless, on the request of the joint committee, or of any three of them, review any previous decision of any standing arbitrator, but any alteration of any such decision shall not affect anything done or suffered under the decision reviewed.

31. The remuneration of the standing arbitrator shall be from time to time fixed by the joint committee, and shall be part of the expenses of the joint committee.

GENERAL.

32. If it shall be found practicable and desirable, arrangements shall be made between the Companies for the division between them of the Continental traffic in shares to be agreed on.

33. Neither of the Companies shall support directly or indirectly any new project for any new line or work so as to injuriously affect the interests of the other Company, and any needful extension of local accommodation shall be provided by concert between the Companies.

34. Except as herein expressly provided, nothing in this agreement contained shall prejudice or affect any existing right, claim, or obligation of either of the two Companies, whether under any Act of Parliament, agreement, or otherwise.

35. The Companies shall join in any application to Parliament for confirmation of this agreement that may be necessary or proper.

In witness whereof, the common seals of the two Companies have been hereunto respectively set, the day and year first above written.

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

Seal of the South-eastern Railway Company.

The common seal of the London, Brighton, and South Coast Railway Company was hereunto affixed, in the presence of

ALLEN SARLE,
Secretary.

The common seal of the South-eastern Railway Company was hereunto affixed, in the presence of

JOHN SHAW,
Secretary.

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The SCHEDULES to which the foregoing Agreement refers.

FIRST SCHEDULE.

Competitive Stations, and Division of Gross Receipts of Competitive Coaching Traffic.

Between	and	South-eastern Company's Share.	Brighton Company's Share.
		Per cent.	Per cent.
London - - -	Croydon - - -	25	75
Do. - - -	Caterham Junction - -	20	80
Do. - - -	Redhill, Reigate Town, and Earlswood - - -	80	20
Do. - - -	Box Hill, Dorking, West Humble, and Holmwood -	55	45
Do. - - -	Tunbridge Wells - -	80	20
Do. - - -	St. Leonard's and Hastings -	75	25
New Cross - -	Croydon - - - -	25	75
Croydon -	Caterham Junction - -	20	80
Do. - - -	Red Hill, Reigate Town, and Earlswood - - -	70	30
Do. - - -	Box Hill, Dorking, and Holmwood - - -	55	45
Do. - - -	Tunbridge Wells - -	60	40
Do. - - -	St. Leonard's and Hastings -	60	40
Caterham Junction -	Red Hill, Reigate Town, and Earlswood - - -	50	50
Do. - - -	Tunbridge Wells - - -	50	50
Do. - - -	St. Leonard's and Hastings -	50	50
Redhill, Reigate Town, and Earlswood -	Tunbridge Wells - -	50	50
Do. - - -	St. Leonard's and Hastings -	50	50
Guildford - -	Tunbridge Wells - -	50	50
Do. - - -	St. Leonard's and Hastings -	50	50

SECOND SCHEDULE.

Joint Return Tickets.

Between LONDON and	1st Express.		2nd Express.		1st Ordinary.		2nd Ordinary.		3rd Ordinary.	
	Rate.	To be retained by S. E. Co.	Rate.	To be retained by S. E. Co.	Rate.	To be retained by S. E. Co.	Rate.	To be retained by S. E. Co.	Rate.	To be retained by S. E. Co.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Addiscombe Road, New, South, Central, or West Croydon - - -	3 6	0 9	2 6	0 6	3 6	0 9	2 6	0 6	1 8	0 5
East Croydon - -	3 6	0 9	2 6	0 6	3 6	0 9	2 6	0 6	1 8	0 5
Caterham Junction - -	5 3	0 9	4 0	0 6	5 3	0 9	4 0	0 6	2 6	0 3
Redhill and Reigate Town	8 3	0 9	6 6	0 6	6 9	0 9	5 0	0 6	3 8	0 5
Earlswood - - -	8 6	0 9	6 9	0 6	7 0	0 9	5 3	0 6	3 9	0 5
Box Hill, Dorking, and West Humble - -	6 9	0 9	5 0	0 6	6 9	0 9	5 0	0 6	3 8	0 5
Holmwood - - -	8 0	0 9	6 0	0 6	8 0	0 9	6 0	0 6	4 8	0 5
Tunbridge Wells - -	15 0	0 9	11 6	0 6	14 6	0 9	10 0	0 6	6 6	0 5
St. Leonard's and Hastings	25 0	0 9	21 0	0 6	21 0	0 9	15 6	0 6	10 0	0 5

Note.—No deduction to be made by the S. E. Railway Company on tickets issued or used to London Bridge only, where no addition has been made to the local fare.

SECOND SCHEDULE—(*continued.*)

Joint Season Tickets.

Between LONDON and	Class.	12 Months. Rate.	12 Months. To be retained by S. E. Co.	6 Months. Rate.	6 Months. To be retained by S. E. Co.	3 Months. Rate.	3 Months. To be retained by S. E. Co.	2 Months. Rate.	2 Months. To be retained by S. E. Co.	1 Month. Rate.	1 Month. To be retained by S. E. Co.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Croydon - - - -	1st	21 0 0	4 10 0	13 5 0	2 16 3	8 5 0	1 17 6	—	—	—	—
	2nd	15 0 0	4 2 6	9 7 6	2 10 8	5 15 0	1 13 9	—	—	—	—
Caterham Junction -	1st	22 0 0	4 0 0	14 5 0	2 5 0	8 10 0	1 10 0	6 0 0	1 0 0	3 7 0	0 12 0
	2nd	15 0 0	3 0 0	9 14 0	1 14 0	6 2 6	1 2 6	4 10 0	0 15 0	2 6 0	0 8 0
Red Hill, Reigate Town, and Earlswood - -	1st	31 10 0	3 10 0	20 0 0	2 5 0	11 5 0	1 10 0	8 10 0	1 0 0	4 17 0	0 12 0
	2nd	25 0 0	2 15 0	16 4 0	1 14 0	9 17 6	1 2 6	7 2 6	0 15 0	3 18 0	0 8 0
West Humble - -	1st	33 10 0	5 10 0	20 10 0	2 10 0	11 10 0	1 10 0	8 12 6	1 0 0	5 0 0	0 12 6
	2nd	28 0 0	6 0 0	17 11 0	2 19 0	10 5 0	2 0 0	7 10 0	1 7 0	4 5 0	0 19 0
Dorking and Box Hill -	1st	33 10 0	3 10 0	20 10 0	2 10 0	11 10 0	1 10 0	8 12 6	1 0 0	5 0 0	0 12 6
	2nd	28 0 0	4 0 0	17 11 0	2 5 0	10 5 0	1 7 6	7 10 0	1 0 0	4 5 0	0 12 6
Holmwood - - -	1st	33 10 0	3 5 0	20 10 0	2 1 0	11 10 0	1 1 0	8 12 6	0 15 0	5 0 0	0 11 0
	2nd	28 0 0	3 15 0	17 11 0	2 4 0	10 5 0	1 7 0	7 10 0	0 18 0	4 5 0	0 12 0
Tunbridge Wells - -	1st	42 0 0	3 10 0	26 5 0	2 5 0	16 10 0	1 10 0	12 0 0	1 0 0	6 10 0	0 12 0
	2nd	32 0 0	2 15 0	20 0 0	1 14 0	12 5 0	1 2 6	9 0 0	0 15 0	4 15 0	0 8 0
St. Leonards and Hastings	1st	50 0 0	5 0 0	33 0 0	3 10 0	19 14 0	2 0 0	14 5 0	1 5 0	7 15 0	0 15 0
	2nd	40 0 0	4 0 0	25 10 0	3 0 0	15 15 0	1 15 0	11 0 0	1 0 0	6 12 6	0 12 6

N.B.—"Croydon," in both schedules, means (where applicable) all or any of the stations called East, West, New, South, or Central Croydon, and Addiscombe.

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