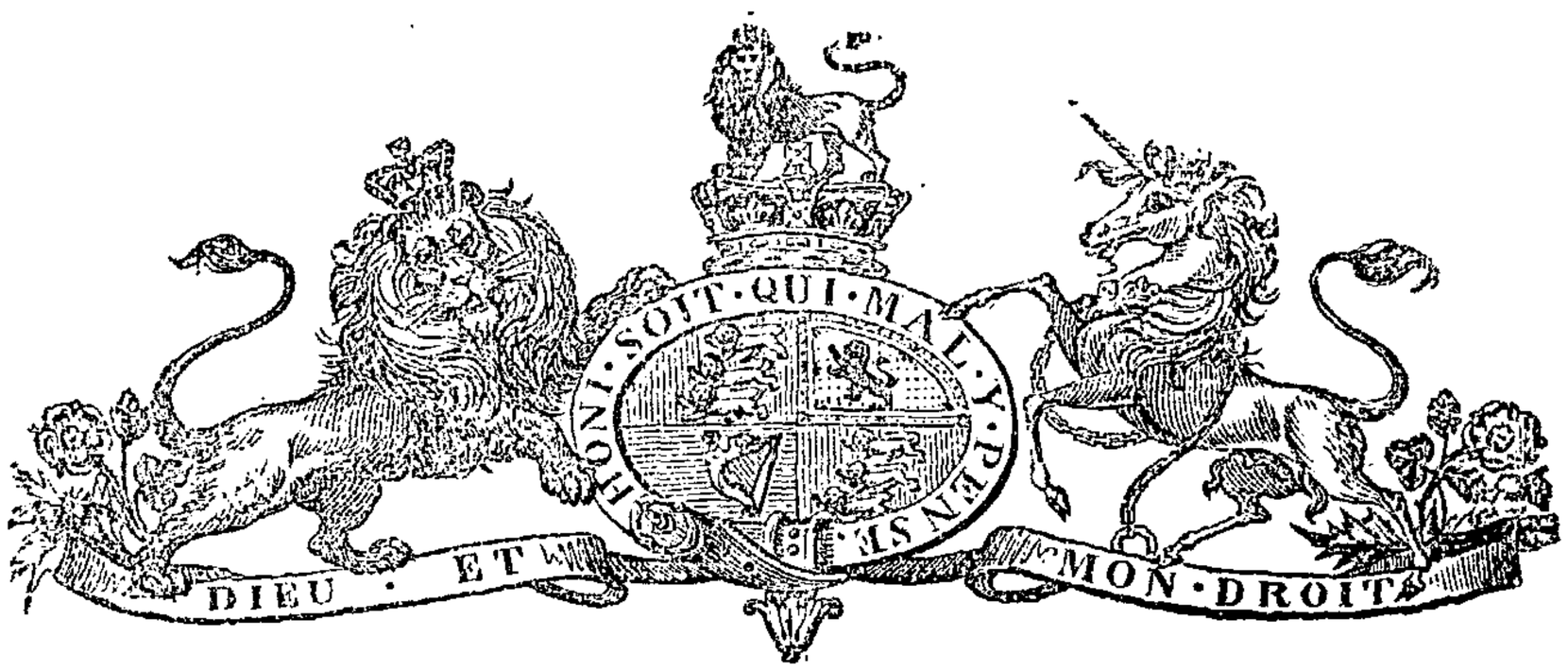


ANNO VICESIMO NONO & TRICESIMO

VICTORIÆ REGINÆ.

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panies were vested in the Company, and were to be called "the *London, Brighton, and South Coast* Railway:"

And whereas by the *Brighton* Act, 1847, Provision was made for the Enlargement of the *London Bridge* Station, which was then used in common by the Company and the *South-eastern* Railway Company (in this Act called the *South-eastern* Company), and for the Division of the Station into Two Stations, one to be the Property of the *South-eastern* Company, and the other to belong solely and exclusively to the Company:

And whereas the *London Bridge* Station was enlarged and divided accordingly:

And whereas by the *Brighton* Act, 1848, the Company were authorized to enlarge their *New Cross* Station and to execute other Works:

And whereas by the *Brighton* Act, 1853, the Company were authorized to enlarge their *London Bridge* Station and their *Brighton* Goods Station, and to make and maintain their *Crystal Palace* Branch, and to execute other Works:

And whereas by the *Brighton* Act, 1854, the Company were authorized to enlarge their *New Cross* Station and *Bricklayers Arms* Station, and *Norwood* Station, and to widen their *Deptford* Branch (in the reciting Act called the *Thames* Junction Railway), and to execute other Works:

And whereas by the *Brighton* (New Lines) Act, 1858, the Company were authorized to make and maintain their *Shoreham, Henfield, and Mid-Sussex* Branch, and to execute other Works:

And whereas by the *Brighton* Act, 1859, the Company were authorized to make and maintain a Deviation from the original Line of their *Shoreham, Henfield, and Mid-Sussex* Branch, and to make and maintain their *Norwood* Junction, and to widen their *Montpelier Road* Bridge at *Brighton*, and to alter their *Horsham* Branch Railway at *Ifield*, and to execute other Works:

And whereas by the *Brighton* (*Balham*) Act, 1860, the Company were authorized to make and maintain their *Croydon and Balham Hill* Railway, and to execute other Works:

And whereas by the *Brighton* (New Lines) Act, 1860, the Company were authorized to make and maintain their *Ford* Deviation and their *Mid-Sussex* Junction, and their *Arundel* Tramway, and their *Littlehampton* Branch, and their *Southover* Deviation, and their *Battersea* Alteration, and to make a Diversion of the River *Arun*, and to execute other Works:

And whereas by the *Brighton* (Stations) Act, 1862, the Company were authorized to enlarge their *London Bridge* Station and their *Bricklayers Arms* Station, and to divert and alter divers Streets and Bridges, and to execute other Works:

And

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

And whereas by the *Brighton* (New Lines) Act, 1862, the Company were authorized to make and maintain their *South London* Railway, consisting of the Railways in the reciting Act numbered 1 to 5 (both inclusive), and their *Seaford* Branch, in the reciting Act numbered 7, and to execute other Works:

And whereas by the *Brighton* (*Dorking*) Act, 1863, the Company were authorized to make and maintain their *Dorking and Leatherhead* Railway, and to execute other Works:

And whereas by the *Brighton* (Extension) Act, 1863, the Company were authorized to make and maintain divers Lines of Railway in connexion with their *South London* Railway, and to divert Streets in the Borough of *Southwark*, and to execute other Works:

And whereas by the *Brighton* (Powers) Act, 1863, the Company were authorized to make and maintain their *South Croydon* Line and their *Newhaven* Tramway, and to widen the *Trafalgar Street* Arch in *Brighton*, and to lengthen the *Lovers Walk* Arch in the Parish of *Preston*, and to execute other Works:

And whereas by the *Brighton* (*Mitcham*, &c.) Act, 1863, the Company were authorized to make and maintain divers Lines of Railway in the County of *Surrey* (now called the *Mitcham* and *Tooting* Lines), and other Works, and Provision was made with respect to a Junction Station to be made by the Company near to *Herne Hill*:

And whereas by the *Brighton* (*Kemp Town*) Act, 1864, the Company were authorized to make and maintain their *Kemp Town* Line, and to execute other Works:

And whereas by the *Brighton* (*Ouse Valley*) Act, 1864, the Company were authorized to make and maintain their *Ouse Valley* Line, and to execute other Works:

And whereas by the *Brighton* (*Tunbridge Wells*) Act, 1864, the Company were authorized to make and maintain their *Tunbridge Wells and Eastbourne* Line, including a Branch at *Hailsham*, and to execute other Works:

And whereas by the *Brighton* (*Battersea*) Act, 1864, the Company were authorized to make and maintain their *Battersea* Lines, and to execute other Works:

And whereas by the *Brighton* (Powers) Act, 1864, the Company were authorized to make and maintain their *South London* Railway and *Herne Hill* Junction, and their *Peckham* Junction, and their *Brixton* Junction, and the new *Tooting* Branch, and their *West Croydon* and *Balham* Junction, and their *Croydon* (Central) Railway, and their *Lewes* and *Uckfield* Junction, and their *Ford* Junction, and to execute other Works, but (Section 37) their Powers for making the new *Tooting* Branch were suspended, and in the event thereby

thereby provided for (but the happening of which cannot yet be ascertained) will cease:

And whereas by the *Brighton* (*St. Leonard's*) Act, 1865, the Company were authorized to make and maintain their *St. Leonard's* Lines to the *Ouse Valley* and the *Tunbridge Wells* Lines respectively, and Deviations of their *Ouse Valley* Line, and a Deviation of their *Tunbridge Wells* and *Eastbourne* Line, and to execute other Works:

And whereas by the *Brighton* (Powers) Act, 1865, the Company were authorized to make and maintain their *New Cross* Junction Lines in connexion with their *South London* Lines, and to divert and alter the Roads therein specified, and to execute other Works:

And whereas by the *Portsmouth* Extension Act, 1845, the *Brighton and Chichester* Railway Company (in this Act called the *Chichester* Company) were authorized to make an Extension to *Portsmouth* of the *Brighton and Chichester* Line, with a Branch to *Fareham*:

And whereas by the Joint Line Act, 1847, Provision was made for the Conveyance to the Company and the *London and South-western* Railway Company (in this Act called the *South-western* Company) jointly of Part (therein called the Joint Line) of the *Portsmouth* Extension of the *Brighton and Chichester* Line, and for the Appointment and Regulation of a Joint Committee, consisting of Directors of each of those Two Companies for the Management of the Joint Line:

And whereas the Joint Line, including a Station thereon at *Portsea*, has been conveyed to the Company and the *South-western* Company jointly, and they have made Works and Conveniences in connexion therewith:

And whereas by the *Wimbledon and Croydon* Act, 1853, the *Wimbledon and Croydon* Railway Company (in this Act called the *Wimbledon and Croydon* Company) were incorporated, and were authorized to make and maintain the *Wimbledon and Croydon* Railway, and to execute other Works:

And whereas by the *Wimbledon and Croydon* Act, 1856, Provision was made for a Lease for not exceeding Twenty-one Years of the *Wimbledon and Croydon* Railway to the Company:

And whereas the *Wimbledon and Croydon* Railway was afterwards leased for Twenty-one Years to the Company:

And whereas by the *Brighton* (Capital) Act, 1858, Provision was made with respect to the Transfer of the *Wimbledon and Croydon* Railway to the Company:

And whereas the *Wimbledon and Croydon* Railway has been agreed to be transferred to the Company:

And whereas by the *Brighton* (Powers) Act, 1863, Provision was made

made with respect to the Transfer of the *Wimbledon and Croydon* Railway partly to the Company and partly to the *South-western* Company in Severalty, and with respect to a Joint Committee of Directors of each of the Company and the *South-western* Company for the Management of the *Wimbledon and Croydon* Railway:

And whereas the Company and the *South-western* Company have agreed with respect to the Part of the *Wimbledon and Croydon* Railway which is to be vested in each of those Companies in Severalty:

And whereas by the *Crystal Palace* Railway Act, 1853, the *West End of London and Crystal Palace* Railway Company (in this Act called the *Crystal Palace* Railway Company) were incorporated, and were authorized to make and maintain the *West London and Crystal Palace* Railway, in this Act called the *Crystal Palace* Railway:

And whereas by the *Crystal Palace* Railway Act, 1854, the *Crystal Palace* Railway Company were authorized to make and maintain their *Farnborough* Extension:

And whereas by the *Crystal Palace* Railway Act, 1857, Provision was made with respect to the Sale of the *Crystal Palace* Railway to the Company, and the Amalgamation thereof with their Railway:

And whereas by the *Crystal Palace* Railway Act, 1858, Agreements for the Sale of Lands by the *Battersea Park* Commissioners to the *Crystal Palace* Railway Company were confirmed:

And whereas by the *Brighton* (New Lines) Act, 1860, wherein it was recited that the Company had purchased the *Crystal Palace* Railway, not including the *Farnborough* Extension, and the Agreements with the *Battersea Park* Commissioners, and the Rights and Liabilities of the *Crystal Palace* Railway Company thereunder, that Purchase was confirmed:

And whereas by the *Crystal Palace* Railway Act, 1860, Provision was made for the Conveyance to the *London, Chatham, and Dover* Railway Company (in this Act called the *Dover* Company) of the *Farnborough* Extension, and for the Dissolution of the *Crystal Palace* Railway Company:

And whereas the *Dover* Company have taken the *Farnborough* Extension, and the *Crystal Palace* Railway Company are dissolved:

And whereas by the *Victoria* Station Act, 1858, the *Victoria* Station and *Pimlico* Railway Company (in this Act called the *Victoria* Station Company) were incorporated, and were authorized to make and maintain the *Victoria* Station and *Pimlico* Railway, and an Agreement between the Company and the *Victoria* Company set forth in the Schedule to the reciting Act annexed was confirmed, and thereunder the Company became entitled to a Conveyance of Part of the Land acquired by the *Victoria* Company in order that the

Company might erect on a Portion of the Land a Station and other Buildings, and also to the User of the *Victoria* Station and the *Pimlico* Railway:

And whereas by the *Victoria* Station Act, 1863, wherein it was recited that the *Victoria* Station Company had conveyed to the Company absolutely and free from Incumbrances (except an annual Rentcharge which has since been redeemed) Land on which the Company had since erected a Station and other Buildings, and the *Victoria* Station Company had also transferred to the Company Part of the Approach to the *Victoria* Station, the Company were authorized to make and maintain an additional Line of Railway in connexion with the *Victoria* Station and *Pimlico* Railway:

And whereas by the *West London Extension* Act, 1859, the *West London Extension* Railway Company were incorporated, and were authorized to make and maintain the *West London Extension* Railway, and the *London and North-western* Railway Company and the *Great Western* Railway Company and the *South-western* Company and the Company are the only Shareholders of the *West London Extension* Railway Company, and have Rights as to the User of the *West London Extension* Railway:

And whereas by the *Mid-Sussex* Act, 1857, the *Mid-Sussex* Railway Company (in this Act called the *Mid-Sussex* Company) were incorporated, and were authorized to make and maintain the *Mid-Sussex* Railway:

And whereas by the *Brighton* Act, 1859, Provision was made with respect to the Transfer of the *Mid-Sussex* Railway to the Company:

And whereas the *Mid-Sussex* Railway has been agreed to be transferred to the Company:

And whereas by the *Uckfield* Branch Act, 1857, the *Lewes and Uckfield* Railway Company (in this Act called the *Uckfield* Company) were incorporated, and were authorized to make and maintain the *Uckfield* Branch, which they made accordingly:

And whereas by the *Brighton* Act, 1859, Provision was made with respect to the Transfer of the *Uckfield* Branch to the Company:

And whereas the *Uckfield* Branch has been transferred to the Company:

And whereas by the *Mid-Sussex and Midhurst* Act, 1859, the *Mid-Sussex and Midhurst Junction* Railway Company (in this Act called the *Mid-Sussex and Midhurst* Company) were incorporated, and were authorized to make and maintain the *Mid-Sussex and Midhurst Junction* Railway:

And whereas by the *Mid-Sussex and Midhurst* Act, 1860, the *Mid-Sussex and Midhurst* Company were authorized to make a Deviation of the Line of their Railway:

And

And whereas by the *Mid-Sussex and Midhurst* Act, 1862, the *Mid-Sussex and Midhurst* Company were authorized to acquire Land for the Purposes of their Railway, and Provision was made for the Transfer of their Railway to the Company:

And whereas the *Mid-Sussex and Midhurst Junction* Railway is nearly completed, and a Transfer thereof to the Company has been agreed on:

And whereas by the *Horsham and Guildford* Act, 1860, the *Horsham and Guildford Direct* Railway Company (in this Act called the *Guildford* Company) were incorporated, and were authorized to make and maintain the *Horsham and Guildford Direct* Railway:

And whereas by the *Brighton* (Powers) Act, 1864, Provision was made for the Amalgamation of the *Horsham and Guildford Direct* Railway with the Company's Railway:

And whereas the *Horsham and Guildford Direct* Railway is completed, and is amalgamated with the Company's Railway:

And whereas by the *Bognor* Act, 1861, the *Bognor* Railway Company (in this Act called the *Bognor* Company) were incorporated, and were authorized to make and maintain the *Bognor* Railway:

And whereas by the *Brighton* (Powers) Act, 1864, Provision was made for the Transfer of the *Bognor* Railway to the Company:

And whereas the *Bognor* Railway is completed, and it has been agreed that it shall be transferred to the Company:

And whereas by the *Epsom* Act, 1856, the *Epsom and Leatherhead* Railway Company (in this Act called the *Epsom* Company) were incorporated, and were authorized to make and maintain the *Epsom and Leatherhead* Railway:

And whereas by the *Epsom* Act, 1860, Provision was made for the Transfer of the *Epsom and Leatherhead* Railway to the Company and the *South-western* Company or to the *South-western* Company, and for the Dissolution of the *Epsom* Company, and for the Appointment and Regulation of a Joint Committee of Directors of each of the Company and the *South-western* Company for the Management of the *Epsom and Leatherhead* Railway:

And whereas the *Epsom and Leatherhead* Railway was afterwards transferred to the *South-western* Company alone:

And whereas the Company and the *South-western* Company have since agreed that the *Epsom and Leatherhead* Railway shall be vested in them jointly and equally:

And whereas by the *Horsham and Dorking* Act, 1862, the *Horsham, Dorking, and Leatherhead* Railway Company (in this Act called the *Dorking* Company) were incorporated, and were authorized to make and maintain the *Horsham, Dorking, and Leatherhead* Railway:

And whereas by the *Brighton* (Powers) Act, 1864, Provision was made for vesting the *Horsham, Dorking, and Leatherhead* Railway in the Company:

And whereas by the *Groombridge* Act, 1862, the *East Grinstead, Groombridge, and Tunbridge Wells* Railway Company (in this Act called the *Groombridge* Company) were incorporated, and were authorized to make and maintain the *East Grinstead, Groombridge, and Tunbridge Wells* Railway:

And whereas by the *Brighton* (Powers) Act, 1864, Provision was made for the Amalgamation of the *East Grinstead, Groombridge, and Tunbridge Wells* Railway with the Company's Railway:

And whereas the *East Grinstead, Groombridge, and Tunbridge Wells* Railway is amalgamated with the Company's Railway:

And whereas by the *Banstead* Act, 1862, the *Banstead and Epsom Downs* Railway Company (in this Act called the *Banstead* Company) were incorporated, and were authorized to make and maintain the *Banstead and Epsom Downs* Railway:

And whereas by the *Brighton* (Powers) Act, 1864, Provision was made for the Amalgamation of the *Banstead and Epsom Downs* Railway with the Company's Railway:

And whereas the *Banstead and Epsom Downs* Railway is amalgamated with the Company's Railway:

And whereas by the *Uckfield and Tunbridge Wells* Act, 1861, the *Brighton, Uckfield, and Tunbridge Wells* Railway Company (in this Act called the *Uckfield and Tunbridge Wells* Company) were incorporated, and were authorized to make and maintain the *Brighton, Uckfield, and Tunbridge Wells* Railway:

And whereas by the *Brighton* (Powers) Act, 1864, Provision was made for the Amalgamation of the *Brighton, Uckfield, and Tunbridge Wells* Railway with the Company's Railway:

And whereas the *Brighton, Uckfield, and Tunbridge Wells* Railway is amalgamated with the Company's Railway:

And whereas by the *East Grinstead* Act, 1853, the *East Grinstead* Railway Company (in this Act called the *East Grinstead* Company) were incorporated, and were authorized to make and maintain the *East Grinstead* Railway:

And whereas by the *Brighton* (Capital) Act, 1858, Provision was made for the Transfer of the *East Grinstead* Railway to the Company:

And whereas the *East Grinstead* Railway has been transferred to the Company:

And whereas by the *Tooting* Act, 1864, the *Tooting, Merton, and Wimbledon* Railway Company (in this Act called the *Tooting* Company) were incorporated, and were authorized to make and maintain the *Tooting, Merton, and Wimbledon Extension* Railway:

And

And whereas by the *Tooting* Act, 1865, the *Tooting* Company were dissolved, and their Railway was vested in the Company and the *South-western* Company jointly, but subject to a Provision that on and after the opening thereof for public Traffic the *South-western* Company should at Law be the Owners of Part thereof, and the Company should at Law be the Owners of the other Part thereof, and Provision was made for the Appointment and Regulation of a Joint Committee of Directors of each of the Company and the *South-western* Company for the Management of that Railway, and for the making by those Two Companies jointly of the *Wimbledon* Junction Line:

And whereas divers of the recited Acts authorized the Abandonment of small Portions of the Railways and Works, and the same have been abandoned accordingly:

And whereas by the *Brighton* (New Lines) Act, 1860, the Company were authorized to purchase the Bridge over the River *Adur* at *Old Shoreham*, which is a common Road Bridge for Passengers, Animals, and Carriages, and the Works and Lands belonging thereto, and the Tolls thereon, and they have purchased the same:

And whereas by the *Brighton* (Stations) Act, 1862, the Company were authorized to acquire Steam Vessels, and to work them between *Newhaven* and *Dieppe*, and they have acquired Steam Vessels, and work them accordingly:

And whereas by the *Brighton* (Steamers) Act, 1864, the Company were authorized to acquire Steam Vessels, and to work them between *Littlehampton* and Places on the Coast of *France*, and they have acquired Steam Vessels, and work them accordingly:

And whereas (as appears by the preceding Recitals) the Undertaking, Railways, Works, Lands, and other Property of the Company comprise the Particulars following, exclusive of the Portions of Railways and Works authorized to be and which have been abandoned; that is to say,

1. The Undertakings, Railways, Works, Lands, and other Property heretofore of the *London and Croydon*, the *Croydon and Epsom*, the *London and Brighton*, the *Brighton, Lewes, and Hastings*, and the *Brighton and Chichester* Railway Companies, (all now dissolved,) and which were vested in the Company by the *Brighton* Amalgamation Act, 1846:
2. The additional Undertakings, Railways, Works, Lands, and other Property of the Company under—
   The *Brighton* Act, 1847.
   The *Brighton* Act, 1848.
   The *Brighton* Act, 1853.

The *Brighton* Act, 1854.
The *Brighton* (New Lines) Act, 1858.
The *Brighton* Act, 1859.
The *Brighton* (*Balham*) Act, 1860.
The *Brighton* (New Lines) Act, 1860.
The *Brighton* (Stations) Act, 1862.
The *Brighton* (New Lines) Act, 1862.
The *Brighton* (*Dorking*) Act, 1863.
The *Brighton* (Extensions) Act, 1863.
The *Brighton* (Powers) Act, 1863.
The *Brighton* (*Mitcham*, &c.) Act, 1863.
The *Brighton* (*Kemp Town*) Act, 1864.
The *Brighton* (*Ouse Valley*) Act, 1864.
The *Brighton* (*Tunbridge Wells*) Act, 1864.
The *Brighton* (*Battersea*) Act, 1864.
The *Brighton* (Powers) Act, 1864.
The *Brighton* (*St. Leonard's*) Act, 1865.
The *Brighton* (Powers) Act, 1865.

3. One equal undivided Half of the Undertaking, Railway, Works, Lands, and other Property of the Joint Line:

4. The Interest and Rights of the Company in and with respect to the Undertaking, Railway, Works, Lands, and other Property heretofore of the *Wimbledon and Croydon* Company, but subject to the recited Agreement whereunder Part thereof is to belong to the *South-western* Company:

5. The Undertaking, Railway, Works, Lands, and other Property heretofore of the *Crystal Palace* Railway Company, inclusive of the *Battersea Park* Lands, but exclusive of their *Farnborough* Extension:

6. The Railway Station, Buildings, Works, Lands, and other Property of the Company at and in connexion with the *Victoria* Station and *Pimlico* Railway, and their Interest and Rights in and with respect to the *Victoria* Station and *Pimlico* Railway:

7. The Interest and Rights of the Company in and with respect to the *West London Extension*, the *Mid-Sussex*, the *Mid-Sussex and Midhurst*, and the *Bognor* Railways:

8. The Undertakings, Railways, Works, Lands, and other Property heretofore of the *Uckfield* and the *Guildford* Companies respectively:

9. One equal undivided Half of the Undertaking, Railway, Works, Lands, and other Property heretofore of the *Epsom* Company:

10. The

10. The Undertakings, Railways, Works, Lands, and other Property heretofore of the *Dorking*, the *Groombridge*, the *Banstead*, the *Uckfield and Tunbridge Wells*, and the *East Grinstead* Companies respectively:

11. One equal undivided Half of the Undertaking, Railway, Works, Lands, and other Property heretofore of the *Tooting* Company and the *Wimbledon Junction* Line, by the *Tooting* Act, 1865, authorized:

12. The Bridge over the River *Adur* at *Old Shoreham*, and the Works and Lands belonging thereto and the Tolls thereon:

13. The Steam Vessels acquired by the Company under the *Brighton* (Stations) Act, 1862, and the *Brighton* Steamers Act, 1864, respectively:

And whereas it is expedient that the Undertaking, Railways, Works, Lands, and other Property of the Company be declared and defined, and be by this Act vested in the Company:

And whereas it is expedient that Provision be made for the Dissolution of the *Wimbledon and Croydon*, the *Mid-Sussex*, the *Uckfield*, the *Guildford*, the *Bognor*, the *Groombridge*, the *Banstead*, the *Uckfield and Tunbridge Wells*, the *East Grinstead*, the *Mid-Sussex and Midhurst*, and the *Dorking* Companies:

And whereas by the *Horsham and Guildford* Act, 1860, the *Guildford* Company were authorized to raise by Shares 160,000*l.* (including the Contribution of 75,000*l.* by the Company by that Act authorized), and to borrow on Mortgage 50,000*l.*:

And whereas under the *Brighton* (Powers) Act, 1864, the Company, in respect of the *Horsham and Guildford Direct* Railway, are authorized to raise by Shares or Stock 85,000*l.*, and to borrow on Mortgage 50,000*l.*:

And whereas by the *Groombridge* Act, 1862, the *Groombridge* Company were authorized to raise by Shares 75,000*l.*, and to borrow on Mortgage 25,000*l.*

And whereas under the *Brighton* (Powers) Act, 1864, the *Brighton* Company, in respect of the *East Grinstead, Groombridge, and Tunbridge Wells* Railway, are authorized to raise by Shares or Stock 75,000*l.*, and to borrow on Mortgage 25,000*l.*:

And whereas by the *Banstead* Act, 1862, the *Banstead* Company were authorized to raise by Shares 85,000*l.* and to borrow on Mortgage 28,300*l.*

And whereas under the *Brighton* (Powers) Act, 1864, the Company, in respect of the *Banstead and Epsom Downs* Railway, are authorized to raise by Shares or Stock 85,000*l.*, and to borrow on Mortgage 28,300*l.*:

And whereas by the *Uckfield and Tunbridge Wells* Act, 1861, the

the *Uckfield and Tunbridge Wells* Company were authorized to raise by Shares 200,000*l.*, and to borrow on Mortgage 65,000*l.*:

And whereas under the *Brighton* (Powers) Act, 1864, the Company, in respect of the *Uckfield and Tunbridge Wells* Railway, are authorized to raise by Shares or Stock 200,000*l.*, and to borrow on Mortgage 65,000*l.*:

And whereas by the *East Grinstead* Act, 1853, the *East Grinstead* Company were authorized to raise by Shares 50,000*l.*, and to borrow on Mortgage 10,000*l.*:

And whereas under the *Brighton* (Capital) Act, 1858, the Company, in respect of the *East Grinstead* Railway, are authorized to raise by Shares or Stock 50,000*l.*, and to borrow on Mortgage 10,000*l.*:

And whereas by divers of the recited Acts the Company were authorized to create Debenture Stock to be substituted for Mortgage Debt:

And whereas by the *Wimbledon and Croydon* Act, 1853, the *Wimbledon and Croydon* Company were authorized to raise by Shares 45,000*l.*, and to borrow on Mortgage 8,000*l.*:

And whereas by the *Wimbledon and Croydon* Act, 1856, the *Wimbledon and Croydon* Company were authorized to raise by Shares 15,000*l.*, and to borrow on Mortgage 13,000*l.*:

And whereas by the *Brighton* (Powers) Act, 1863, the Company were authorized to raise for the Purposes of the Purchase by the Company alone, or by the Company and the *South-western* Company jointly, of the *Wimbledon and Croydon* Railway, such Sums as might be necessary for those Purposes; but the total Amount to be raised by the Company and the *South-western* Company, or One of them, for those Purposes, was not to exceed the total Amount of the Capital authorized to be raised by Shares or Stock for the Purposes of the *Wimbledon and Croydon* Company, being 60,500*l.*; and the Company were authorized to borrow on Mortgage for the Purpose of paying off the Mortgages and Bonds of the *Wimbledon and Croydon* Company, but the total Amount to be raised by the Company and the *South-western* Company, or One of them, for that Purpose, was not to exceed the total Amount borrowed by the *Wimbledon and Croydon* Company, being 13,000*l.*:

And whereas, under the Terms of Agreement with respect to the Purchase by the Company and the *South-western* Company of the *Wimbledon and Croydon* Railway, that Railway will ultimately be vested in those Two Companies jointly:

And whereas by the *Horsham and Dorking* Act, 1862, the *Dorking* Company were authorized to raise by Shares 120,000*l.* (including the Contribution of 75,000*l.* by the Company), and to borrow on Mortgage 40,000*l.*:

And whereas by the *Brighton* (Powers) Act, 1864, the Company, in respect of the *Horsham, Dorking, and Leatherhead* Railway, are authorized to issue Stock not exceeding in the whole 130,000*l.*, and in respect of their Contribution of 75,000*l.* to the *Dorking* Company to create and issue 75,000*l.* Stock:

And whereas by the *Bognor* Act, 1861, the *Bognor* Company were authorized to raise by Shares 30,000*l.*, and to borrow on Mortgage 10,000*l.*:

And whereas under the *Brighton* (Powers) Act, 1864, when the *Bognor* Railway is transferred to the Company, the Company, in respect of the *Bognor* Railway, will be authorized to raise by Shares or Stock 30,000*l.*, and to borrow on Mortgage 10,000*l.*:

And whereas by the *Mid-Sussex and Midhurst* Act, 1859, the *Mid-Sussex and Midhurst* Company were authorized to raise by Shares 70,000*l.*, and to borrow on Mortgage 20,000*l.*:

And whereas by the *Mid-Sussex and Midhurst* Act, 1862, the Transfer of all the Powers of the *Mid-Sussex and Midhurst* Company to the *Brighton* Company was authorized, but the Company were not expressly authorized to raise any Monies in respect of the *Mid-Sussex and Midhurst Junction* Railway, and a Doubt has been raised whether the Powers of the *Mid-Sussex and Midhurst* Company to raise Money were transferred to the Company, and it is expedient that the Doubt be obviated, and in respect of the *Mid-Sussex and Midhurst Junction* Railway the Company's Powers for raising Money by Shares or Stock be increased by 70,000*l.* (being the authorized Capital of the *Mid-Sussex and Midhurst* Company), and their Powers of borrowing on Mortgage be increased by 20,000*l.*:

And whereas by the *Surrey and Sussex* Act, 1865, the *Surrey and Sussex Junction* Railway Company (in this Act called the *Surrey and Sussex* Company) were incorporated, with a Capital of 705,000*l.*, and with Authority to borrow on Mortgage 235,000*l.*, and were authorized to make and maintain the *Surrey and Sussex Junction* Railway, and Maintenance, Management, Working, and Traffic Arrangements between the *Surrey and Sussex* Company and the Company were authorized:

And whereas it is expedient that the Company be authorized to contribute towards the Funds of the *Surrey and Sussex* Company:

And whereas by the *Chichester and Midhurst* Act, 1864, the *Chichester and Midhurst* Railway Company (in this Act called the *Chichester and Midhurst* Company) were incorporated, with a Capital of 190,000*l.*, and with Authority to borrow on Mortgage 63,000*l.*, and were authorized to make and maintain the *Chichester and Midhurst* Railway:

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

And whereas by the *Chichester and Midhurst* Act, 1865, the *Chichester and Midhurst* Company were authorized to raise an additional Capital of 180,000*l.*, and to borrow on Mortgage an additional 60,000*l.*, and to extend their Railway to *Haslemere*:

And whereas it is expedient that the Company be authorized to contribute towards the Funds of the *Chichester and Midhurst* Company under the *Chichester and Midhurst* Act, 1864:

And whereas it is expedient that the Company be authorized to raise further Monies:

And whereas (as appears by preceding Recitals) on the 31st Day of *December* 1865 the Company were authorized to raise by Shares or Stock and by borrowing on Mortgage respectively the Sums following; that is to say,

I. In respect of what was more immediately their own Undertaking:

——	By Shares or Stock.	By Mortgage.	Totals.
	£	£	£
Before September 30, 1862, for the Purposes of their own Undertaking, as appears by the Brighton (Powers) Act, 1863 - -	8,742,000	2,877,000	11,619,000
By the Brighton (Dorking) Act, 1863	90,000	30,000	120,000
By the Brighton (Extensions) Act, 1863 - - - -	300,	100,000	400,000
By the Brighton (Powers) Act, 1863	100,000	33,300	133,300
By the Brighton (Mitcham, &c.) Act, 1863 - - - -	360,000	120,000	480,000
By the Brighton (Kemp Town) Act, 1864 - - - -	75,000	25,000	100,000
By the Brighton (Ouse Valley) Act, 1864 - - - -	380,000	126,000	506,000
By the Brighton (Steamers) Act, 1864	100,000	25,000	125,000
By the Brighton (Tunbridge Wells) Act, 1864 - - -	250,000	83,000	333,000
By the Brighton (Battersea) Act, 1864 - - - -	430,000	143,300	573,300
By the Brighton (Powers) Act, 1864	390,000	130,000	520,000
By the Brighton (St. Leonard's) Act, 1865 - - - -	300,000	100,000	400,000
By the Brighton (Powers) Act, 1865	90,000	30,000	120,000
By the Victoria Station Act, 1863 -	450,000	150,000	600,000
By the West London Extension Act, 1863 - - - -	25,000	—	25,000
By the Horsham and Dorking Act, 1862 - - - -	50,000	25,000	75,000
By the Tooting Act, 1865 - -	52,500	17,500	70,000
	£12,184,500	£4,015,100	£16,199,600

II. In respect of the Undertakings of other Companies—

	By Shares or Stock.	By Mortgage.	Totals.
	£	£	£
Horsham and Guildford Direct Railway	85,000	50,000	135,000
East Grinstead, Groombridge, and Tunbridge Wells Railway - -	75,000	25,000	100,000
Banstead and Epsom Downs Railway -	85,000	28,300	113,300
Brighton, Uckfield, and Tunbridge Wells Railway - - - - -	200,000	65,000	265,000
East Grinstead Railway - - -	50,000	10,000	60,000
£	495,000	178,300	673,300

III. The total Amounts being—

	£	£
By Shares or Stock - - - -	12,184,500	
	495,000	
		12,679,500
By borrowing on Mortgage - -	4,015,100	
	178,300	
		4,193,400
Total - - - -		£16,872,900

And whereas on the 31st Day of *December* 1865 the total Amount which the Company had raised by Shares or Stock was 10,552,000*l.*, and the total Amount which they had borrowed on Mortgage was 3,453,634*l.*, leaving 2,127,500*l.* then authorized to be raised by Shares or Stock, and 739,766*l.* then authorized to be raised by Mortgage, as follows:

Authorized to be raised by Shares or Stock - -	£12,679,500
Raised by Shares or Stock - - - -	10,552,000
To be raised by Shares or Stock - -	£2,127,500

Authorized to be borrowed on Mortgage - -	£4,193,400
Borrowed on Mortgage (including Debenture Stock) -	3,453,634
To be borrowed on Mortgage - -	£739,766

And whereas of the 3,453,634*l.* borrowed on Mortgage 1,297,349*l.* had been converted into Debenture Stock, reducing the Mortgage Debt to Two million one hundred and fifty-six thousand two hundred and eighty-five Pounds:

And whereas on the 31st Day of *December* 1865 the Company's Capital

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

Capital and Mortgage Debt Accounts stood as follows; that is to say,

	£	s.	d.
Ordinary Shares and Stock - - -	5,342,933	0	0
Seven per Cent. Stock, 1859 - - -	220,000	0	0
Six per Cent. Stock, No. 1, 1845 - - -	393,395	0	0
Six per Cent. Stock, No. 2, 1859 - - -	17,782	13	4
Five per Cent. Stock, No. 1, 1845 - -	398,268	0	0
Five per Cent. Stock, No. 2, 1845 - -	161,013	6	8
Five per Cent. Stock, No. 3, 1847 - -	82,000	0	0
Five per Cent. Stock, No. 4, 1854 - -	251,918	13	4
Five per Cent. Shares and Stock, 1865 - -	657,743	15	0
Four and a Half per Cent. Stock, 1858 - -	650,000	0	0
Four and a Half per Cent. Stock, 1859 - -	94,717	6	8
Four and a Half per Cent. Stock, 1861 - -	716,005	0	0
Preferential Four and a Half per Cent. Shares and Stock, 1863 - - - - -	943,000	0	0
Preferential Four and a Half per Cent. Shares and Stock, 1864 - - - - -	36,872	0	0
Four per Cent. Stock, 1859 - - -	220,000	0	0
Four per Cent. Stock, 1860 - - -	133,900	0	0
Four per Cent. Stock, 1865 - - -	50,000	0	0
Mortgage Debt - - - - -	2,156,285	0	0
Debenture Stock Perpetual Four per Cent. -	1,297,349	0	0
	£13,823,182	15	0

And whereas divers Preferences and Privileges are attached to some of the Shares and Stock:

And whereas since the 31st Day of *December* 1865 the Company have raised further Sums by Stock and Shares and by Debenture Stock and by borrowing respectively, but they have not exhausted their Powers of raising Money by Shares or Stock and by borrowing:

And whereas in respect of the *Wimbledon and Croydon* Railway, and the *Horsham, Dorking, and Leatherhead* Railway, and the *Bognor* Railway respectively, the Company will eventually be authorized to raise the Sums following; that is to say,

In respect of—

——	By Shares or Stock.	By Mortgage.	Total.
	£	£	£
The Wimbledon and Croydon Railway -	60,500	13,000	73,500
The Horsham, Dorking, and Leatherhead Railway, not exceeding -	120,000	40,000	160,000
The Bognor Railway - - - -	30,000	10,000	40,000
Totals - - - £	210,500	63,000	273,500

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

And whereas the Company are desirous of being authorized to raise the Sums following; that is to say,

In respect of—

——	By Shares or Stock.	By Mortgage.	Total.
	£	£	£
The Mid-Sussex and Midhurst Junction Railway - - - - -	70,000	20,000	—
The Surrey and Sussex Railway -	500,000	—	—
The Chichester and Midhurst Railway -	95,000	—	—
The Purposes of this Act - -	500,000	166,600	—
Totals - - - £	1,165,000	186,600	1,351,600

And whereas it is expedient that the Company's Capital and Mortgage Debt, including Debenture Stock, and their Powers of raising Money by Shares and Stock and by borrowing on Mortgage, be defined and regulated:

And whereas it is expedient that the Company be authorized to appoint Directors of the *Surrey and Sussex* Company and of the *Chichester and Midhurst* Company:

And whereas it is expedient that the Company be authorized to make and maintain the several Railways and the Approach Road by this Act authorized, and to acquire Lands for the Purposes thereof, and Land in the Parish of *Leominster* for Station and other Accommodation:

And whereas it is expedient that the Company be authorized to abandon the making of the *Ford* Junction authorized by the *Brighton* (Powers) Act, 1864:

And whereas it is expedient that other Provision with respect to the Company be made:

And whereas Plans and Sections of the intended Railways and Road showing the Lines and Levels thereof respectively, and the Plans also showing the Lands to be taken for the Purposes of this Act, and Books of Reference to the Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands, have been deposited with the Clerk of the Peace for the County of *Sussex*, and those Plans, Sections, and Books of Reference are in this Act referred to as the deposited Plans, Sections, and Books of Reference:

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

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

Short Title

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 (Capital and Powers) Act, 1866."

8 & 9 Vict. cc. 16., 18., & 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. cc. 92. & 118. ncorporated.

2. The Provisions following of the Companies Clauses Consolidation Act, 1845, (that is to say,)

With respect to the Distribution of the Capital of the Company into Shares;

With respect to the Transfer and Transmission of Shares;

With respect to the Payment of Subscriptions and the Means of enforcing the Payment of Calls;

With respect to the Forfeiture of Shares upon Nonpayment of Calls;

With respect to the Remedies of Creditors of the Company against the Shareholders;

With respect to the borrowing of Money upon Mortgage;

With respect to the Conversion of the borrowed Money into Capital;

With respect to the Consolidation of Shares into Stock; and

With respect to the giving of Notices;

And Part I. (relating to Cancellation and Surrender of Shares), and Part II. (relating to Additional Capital), and Part III. (relating to Debenture Stock), of "The Companies Clauses Act, 1863," and "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to Construction of a Railway), and Part III. (relating to Working Agreements), and Part IV. (relating to Steam Vessels), and Part V. (relating to Amalgamation), 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. The several Words and Expressions in this Act 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 the Construction; 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

common Simple Contract Debt, and not a Debt or Demand created by Statute.

Power to make Railways and Road according to deposited Plans.

4. Subject to the Provisions of this Act, the Company may make and maintain, in the Lines and in accordance with the Levels shown on the deposited Plans and Sections, the Railways and Road described in this Act, with all proper Sidings, Stations, Approaches, Works, and Conveniences connected therewith, and may enter upon, take, and use such of the Lands shown on the deposited Plans and specified in the deposited Books of Reference as are required for the Purpose. The Railways and Road referred to in this Section, and authorized by this Act, are,—

1. The *Worthing* Junction, being a Railway One Mile and Nine Chains or thereabouts in Length, wholly in the Parishes of *Old Shoreham* and *Lancing*, commencing by a Junction with the Company's *Shoreham, Henfield, and Mid-Sussex* Branch, and terminating by a Junction with the Company's *Portsmouth* Line:
2. The *Ford* Junction (No. 1), being a Railway Six Furlongs and One Chain or thereabouts in Length, wholly in the Parish of *Leominster*, commencing by a Junction with the Company's *Ford and Mid-Sussex* Junction, and terminating by a Junction with the Company's *Littlehampton* Branch:
3. The *Ford* Junction (No. 2), being a Railway One Furlong and Four Chains or thereabouts in Length, wholly in the Parish of *Leominster*, commencing by a Junction with the Company's *Portsmouth* Line, and terminating by a Junction with the *Ford* Junction (No. 1):
4. An Approach Road, Fifty-seven Chains or thereabouts in Length, wholly in the Parish of *Leominster*, commencing from and out of the Road from *Littlehampton* to *Leominster*, and terminating in a Field numbered 333 on the Tithe Commutation Map of the Parish of *Leominster*:

All in the County of *Sussex*.

Power to take Lands at Leominster for Station Purposes, &c.

5. The Company from Time to Time may enter upon, take, and use such of the Lands in the Parish of *Leominster* shown on the deposited Plans and specified in the deposited Books of Reference as they require for Station Accommodation and other Purposes, in connexion with the Company's *Portsmouth* Line and the Railways by this Act authorized, or any of them.

Undertakings and Property of specified

6. The several Undertakings, Railways, Works, Lands, and other Property, and divided and undivided Shares of Undertakings, Railways, Works, Lands, and other Property, which, as appears by the Preamble

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

Railway Companies vested in Company.

Preamble to this Act, by or under the recited Acts relating to the *Crystal Palace* Railway Company, the *Victoria* Station Company, the *Uckfield* Company, the *Guildford* Company, the *Dorking* Company, the *Groombridge* Company, the *Banstead* Company, the *Uckfield and Tunbridge Wells* Company, the *East Grinstead* Company, and the *Tooting* Company respectively, or any of those Acts, have before the passing of this Act been transferred or agreed to be transferred to the Company, or amalgamated or agreed to be amalgamated with the Undertaking, Railway, Works, Lands, and other Property of the Company, are by this Act vested in the Company as Part of and amalgamated with their Undertaking, Railways, Works, Lands, and other Property, but subject and without Prejudice to all Charges, Obligations, Debts, Liabilities, and Engagements which are to be borne, paid, satisfied, or discharged by the Company in respect of the same.

Undertaking, Railways, &c. of Company declared.

7. The Undertaking, Railways, Works, Lands, and Property of the Company are by this Act declared to comprise the several Undertakings, Railways, Works, Lands, and Property, and divided and undivided Shares of Undertakings, Railways, Works, Lands, and Property, which, by or under the several recited Acts or any of them, and this Act respectively, and any other Acts, are vested in or belong to the Company, and all other the Property and authorized Purposes from Time to Time of the Company.

Powers of Company for raising Monies under former Acts extinguished.

8. On the passing of this Act, and except only as is by this Act otherwise provided, the several Powers which under the recited Acts or any of them, or under any other Act passed before the Commencement of the present Session of Parliament, were directly or indirectly expressly or by Implication conferred on the Company for raising Money by Shares or Stock or by borrowing, are by this Act extinguished.

Company's Powers for raising Capital and borrowing for Purposes specified continued.

9. Provided, That the several Powers of the Company for creating and issuing Shares or Stock, or borrowing, for the Purposes following, are not extinguished by this Act, but the same, and all Powers and Provisions incidental and accessory thereto, shall be and continue in full Force; (that is to say,)

(*a.*) The Company's Powers under the *Brighton* Act, 1859, for creating and issuing Shares or Stock, and borrowing, with respect to the *Mid-Sussex* Railway:

(*b.*) The Company's Powers under the *Brighton* (Powers) Act, 1863, or otherwise, for creating and issuing Shares or Stock, and borrowing, with respect to the *Wimbledon and Croydon* Railway:

(*c.*) The

(*c.*) The Company's Powers under the *Brighton* (Powers) Act, 1864, for creating and issuing Stock, with respect to the *Horsham, Dorking, and Leatherhead* Railway:

(*d.*) The Company's Powers under the *Brighton* (Powers) Act, 1864, for creating and issuing Shares or Stock, and borrowing, with respect to the *Bognor* Railway:

(*e.*) The Company's Powers under the *Epsom* Act, 1860, or otherwise, for creating and issuing Shares or Stock, and borrowing, with respect to the *Epsom* Railway.

Sections of certain Brighton Acts as to Debenture Stock, &c. saved, and extended to all Monies to be borrowed.

10. Provided also, That Sections 28 to 47, both inclusive, of the *Brighton* Act, 1853, and Sections 38 and 39 of the *Brighton* Act, 1854, and Sections 47 to 49, both inclusive, of the *Brighton* Act, 1859, respectively, with respect to Debenture Stock and perpetual Annuities, and Monies arising from the same, are not repealed or prejudicially affected by this Act.

Company's Capital and Debenture Stock under Act declared.

11. The Capital and Debenture Stock of the Company under this Act are by this Act declared to be, as on the Thirty-first Day of *December* 1865, Thirteen million nine hundred and seventy-six thousand eight hundred and forty-nine Pounds, consisting of the Particulars following; (that is to say,)

	£	*s.*	*d.*
(*f*) The Company's Preferential Capital:—			
Seven *per Cent.* Stock, 1859 - -	220,000	0	0
Six *per Cent.* Stock, No. 1. 1845 -	393,395	0	0
Six *per Cent.* Stock, No. 2. 1859 -	17,782	13	4
Five *per Cent.* Stock, No. 1. 1845 -	398,268	0	0
Five *per Cent.* Stock, No. 2. 1845 -	161,013	6	8
Five *per Cent.* Stock, No. 3. 1847 -	82,000	0	0
Five *per Cent.* Stock, No. 4. 1854 -	251,918	13	4
Preferential Five *per Cent.* Shares and Stock, 1865 - - -	657,743	15	0
Four and a Half *per Cent.* Stock, 1858	650,000	0	0
Four and a Half *per Cent.* Stock, 1859	94,717	6	8
Four and a Half *per Cent.* Stock, 1861	716,005	0	0
Preferential Four and a Half *per Cent.* Shares and Stock, 1863 - -	943,000	0	0
Preferential Four and a Half *per Cent.* Shares and Stock, 1864 - -	36,872	0	0
Four *per Cent.* Stock, 1859 - -	220,000	0	0
Four *per Cent.* Stock, 1860 - -	133,900	0	0
Four *per Cent.* Stock, 1865 - -	50,000	0	0
	£5,026,615	15	0

	Brought forward - -	£5,026,615	15	0
(*g*)	The Company's Ordinary Capital:—			
	Ordinary Shares and Stock - -	5,342,933	0	0
(*h*)	The Capital which on the 31st Day of *December* 1865 the Company were authorized to raise, but had not raised, and which the Company have since raised, or under this Act may raise -	2,127,500	0	0
(*i*)	Capital created, not received - -	182,451	5	0
	Total Capital - -	£12,679,500	0	0
(*k*)	The Company's Debenture Stock -	1,297,349	0	0
	Total Capital, including Debenture Stock - - -	£13,976,849	0	0

Increase of Company's Capital and Debenture Stock.

12. The Company's total Capital (including Debenture Stock) of Thirteen million nine hundred and seventy-six thousand eight hundred and forty-nine Pounds shall from Time to Time be increased by the Amounts following; (that is to say,)

(*l*) The Amounts of the Debenture Stock in excess of One million two hundred and ninety-seven thousand three hundred and forty-nine Pounds which from Time to Time after the 31st Day of *December* 1865 is created by the Company:

(*m*) The Amounts of the Shares or Stock which from Time to Time after the 31st Day of *December* 1865 are created by the Company by or for the Conversion of Loan into Capital:

(*n*) The Amounts of the other Shares or Stock which from Time to Time are created by the Company by way of additional Capital and Debenture Stock of the Company.

Priority of present Classes of Capital and Debenture Stock.

13. The Preference and Priority of the several Classes of Shares and Stock of the Company's Capital and their Debenture Stock are wholly unaffected by this Act, and shall in all respects be and continue the same as if this Act were not passed.

Power to raise already authorized Capital.

14. The Company from Time to Time under this Act may raise, by the Creation and Issue of new Shares or new Stock, whether preferential or ordinary or both, and as Part of their Capital, on the 31st Day of *December* 1865, of Twelve million six hundred and seventy-nine thousand five hundred Pounds;

(*o*) So much as they have not since that Day raised of the Two million one hundred and twenty-seven thousand five hundred Pounds Capital which on that Day they were authorized to raise but had not raised.

15. The

Power to raise additional Capital.

15. The Company from Time to Time may raise, by the Creation and Issue of new Shares or new Stock, whether preferential or ordinary or both, any Capital not exceeding in the whole (in addition to their Capital, including Debenture Stock, of 13,976,849*l.*) One million one hundred and sixty-five thousand Pounds, consisting of the Amounts following; that is to say,

	£	*s*	*d.*
(*p*) In respect of the *Mid-Sussex and Midhurst Junction* Railway - - - -	70,000	0	0
(*q*) For the Purposes of the Contribution by this Act authorized to be made by the Company to the Capital of the *Surrey and Sussex* Company - - - -	500,000	0	0
(*r*) For the Purposes of the Contribution by this Act authorized to be made by the Company to the Capital of the *Chichester and Midhurst* Company -	95,000	0	0
(*s*) For the Purposes of the Railways and Works by this Act authorized, and other Purposes of the Company - -	500,000	0	0
	£1,165,000	0	0

Shares not to issue until One Fifth paid up.

16. The Company shall not issue any Share created under this Act, nor shall any Share vest in the Person accepting the same, unless and until a Sum not being less than One Fifth of the Amount of the Share be paid in respect thereof.

Calls.

17. One Fifth of the Amount of a Share shall be the greatest Amount of a Call, and Two Months at least shall be the Interval between successive Calls, and Four Fifths of the Amount of a Share shall be the utmost aggregate Amount of the Calls made in any Year upon any Share.

Power to Company to create Five per Cent. Consols.

18. With a view to the Consolidation into one general preferential Stock of the Company of all their preferential Stocks and Shares, the Company from Time to Time, if and when they think fit, may create any Amount of Stock which they think fit, to be called "The *London, Brighton, and South Coast* Railway Company's Five *per Cent.* Consols," and to bear a perpetual preferential Dividend at the Rate of Five Pounds *per Centum per Annum*, and to have Preference and Priority in respect of Dividend over and to their Ordinary Stock and Shares, but subject and without Prejudice to all now existing Preferential Shares and Stock of the Company.

Conditions of Five per Cent. Consols.

19. The Five *per Cent.* Consols shall be created and issued on the Terms and Conditions that, whatever be the Times of the Creation or

or Issue of any Portions thereof, and for whatever Preferential Shares or Stock any Portions thereof be substituted, and whatever be from Time to Time the total Amount thereof, the Five *per Cent.* Consols from Time to Time created and issued shall form One Class of Preferential Stock of the Company entitling the several Holders thereof, in proportion to the Amounts thereof held by them respectively and rateably, and without any Preference or Priority as between themselves, to the Preferential Dividend payable thereon, and these Terms and Conditions shall be expressed on the Certificates of the Five *per Cent.* Consols.

Restrictions on Issue of Five per Cent. Consols.

20. The Five *per Cent.* Consols shall be issued only in substitution for then existing Preferential Shares or Stock of the Company, or instead of issuing other Preferential Shares or Stock of the Company, and shall be issued only as fully paid-up Stock, and shall not confer on the Holders thereof any Right of voting or any Qualification.

Substitution of Five per Cent. Consols for other Preferential Shares or Stock.

21. The Company from Time to Time, by Agreement with the Holder of any other Preferential Shares or Stock of the Company, may issue to him in substitution for the same so much of the Five *per Cent.* Consols as bears an Amount of Dividend not exceeding the Amount of Dividend borne by the Preferential Shares or Stock for which it is so substituted, and thereupon those Preferential Shares or Stock shall be extinguished, and the Certificates thereof shall be delivered to the Company, and be cancelled by them, and they shall issue *gratis* in exchange for the same Certificates of the Five *per Cent.* Consols so issued.

Consols to be held on same Trusts as Shares or Stock.

22. The Five *per Cent.* Consols so substituted for Preferential Shares or Stock shall be held upon the same Trusts and subject to the same Charges and Liabilities as those on which the Preferential Shares or Stock were held immediately before the Substitution, and so as to give Effect to any Will or Testamentary or other Instrument disposing of or affecting the Preferential Shares or Stock.

Limit of Amount of Five per Cent. Consols so substituted, &c.

23. Provided, That the aggregate Amount of the Five *per Cent.* Consols so issued in substitution for other Preferential Shares or Stock shall never exceed the aggregate Amount of the Preferential Shares or Stock so extinguished: Provided also, that whatever be the aggregate Amount from Time to Time of the Five *per Cent.* Consols so issued in substitution for other Preferential Shares or Stock, the same shall for the Purposes of this Act with respect to the defining of the Company's Capital be deemed to be of the same Amount as the Amount of the Preferential Shares or Stock so extinguished.

24. The

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

Power to Company to apply Money for Acquisition of Mid-Sussex Company.

24. The Company, with the Authority of Three Fourths of the Votes of the Shareholders present in person or by proxy at a General Meeting of the Company specially convened for the Purpose, and entitled to vote thereon, may apply with respect to the Acquisition by the Company of the *Mid-Sussex and Midhurst* Railway any Sums not exceeding One hundred thousand Pounds which the Company think fit and are by this Act authorized to raise.

Power to Company to subscribe to Surrey and Sussex Company and Chichester and Midhurst Company, and to apply Funds for that Purpose.

25. The Company, with the Authority of Three Fourths of the Votes of their Shareholders present in person or by proxy at a General Meeting of the Company specially convened for the Purpose, and entitled to vote thereon, may subscribe towards the *Surrey and Sussex* Company's Capital any Sum not exceeding in the whole Five hundred thousand Pounds which the Company think fit, and towards the *Chichester and Midhurst* Company's Capital, under the *Chichester and Midhurst* Act, 1864, any Sum not exceeding in the whole Ninety-five thousand Pounds which the Company think fit, and with the like Authority may contribute and apply in Payment of their respective Subscription any Monies which they are already authorized to raise, and which are not required by them for the Purposes of their Undertaking, and also any Monies which they are by this Act entitled to raise; and with the like Authority the Company may lend Monies to those Companies respectively, and pay or guarantee to or for them respectively any Rent or any Interest or Dividend on their respective Capital or any Part thereof, or any Principal Monies borrowed by them respectively, and the Interest thereon; provided that the Company shall not sell, dispose of, or transfer any Shares of the respective Company's Capital for which they so subscribe.

Effect of Sec. 16. of Brighton (Powers) Act, 1865, declared.

26. For the Purpose of obviating all Doubt with respect to the Validity of any Mortgages from Time to Time granted by the Company under the *Brighton* (Powers) Act, 1865, Section 16 of that Act shall be read and have Effect as if it had expressly authorized the Company to borrow the Sum therein expressed.

Company's Mortgage Debt under Act declared.

27. The Mortgage Debt of the Company under this Act is by this Act declared to be, as on the 31st Day of *December* 1865, Two million one hundred and fifty-six thousand two hundred and eighty-five Pounds.

Increase of Company's Mortgage Debt.

28. The Company's Mortgage Debt of Two million one hundred and fifty-six thousand two hundred and eighty-five Pounds shall from Time

Time to Time be increased by the Amounts following; (that is to say,)

(*t.*) The Amounts, if any, which from Time to Time since the 31st Day of *December* 1865 have been borrowed on Mortgage by the Company otherwise than by way of reborrowing:

(*v.*) The Amounts which from Time to Time after the passing of this Act are borrowed on Mortgage by the Company under the several Powers in that Behalf which by this Act are not extinguished but are continued in force:

(*w.*) The other Amounts which from Time to Time are borrowed on Mortgage by the Company by way of additional Mortgage Debt.

Reduction of Company's Mortgage Debt.

29. The Company's Mortgage Debt shall from Time to Time be reduced by the Amounts following; (that is to say,)

(*x.*) The Amount, if any, of the Mortgage Debt which from Time to Time since the 31st Day of *December* 1865 has been converted into Capital or Debenture Stock:

(*y.*) The Amount of the Mortgage Debt which from Time to Time is converted into Capital or Debenture Stock.

Power to borrow on Mortgage.

30. The Company from Time to Time may borrow on Mortgage, in addition to their other Mortgage Debt, any Sums not exceeding the Sums following; (that is to say,)

(*z.*) In respect of the Company's Powers of borrowing on Mortgage which on the 31st Day of *December* 1865 were unexercised, the Company may borrow any Sums not exceeding Seven hundred and thirty-nine thousand seven hundred and sixty-six Pounds, but less the Amount, if any, which under those Powers the Company have since that Day borrowed on Mortgage otherwise than by way of reborrowing:

(*aa.*) In respect of the *Mid-Sussex and Midhurst* Capital, Twenty thousand Pounds:

(*bb.*) In respect of the Company's additional Capital of (*s*) Five hundred thousand Pounds by this Act authorized to be raised by Shares or Stock, any Sums not exceeding in the whole One hundred and sixty-six thousand six hundred Pounds.

Restriction on borrowing.

31. Provided, That with respect to each of the Three several Sums of Twenty-five thousand Pounds, One hundred and twenty-six thousand Pounds, and Eighty-three thousand Pounds respectively, by the *Brighton* (*Kemp Town*) Act, 1864, the *Brighton* (*Ouse Valley*) Act, 1864, and the *Brighton* (*Tunbridge Wells*) Act, 1864, respectively

respectively authorized to be borrowed, and also with respect to each of the Sums of (*aa*) Twenty thousand Pounds and (*bb*) One hundred and sixty-six thousand six hundred Pounds by this Act authorized to be borrowed, no Part of the respective Sum shall be borrowed until the whole of the respective Capital or additional Capital in respect of which it is authorized to be borrowed is subscribed for, issued, and accepted, and One Half thereof is paid up, and the Company have proved to the Justice who is to certify under Section 40 of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of such Capital or additional Capital has been subscribed for, issued, and accepted, and that One Half thereof has been paid up, and that not less than One Fifth Part of the Amount of each separate Share has been paid on account thereof before or at the Time of the Issue or Acceptance thereof, and that such Capital or additional Capital was issued *bonâ fide*, and is held by the Subscribers or their Assigns, and that the Subscribers or their Assigns are legally liable for the Money remaining to be paid on the Shares; and upon Production to such Justice of the Books of the Company, and of such other Evidence as he shall think sufficient, he shall grant a Certificate that the Proof aforesaid has been given, which Certificate shall be sufficient Evidence thereof.

Power to reborrow.

32. The Company from Time to Time may reborrow on Mortgage any Part of their Mortgage Debt.

Arrears may be enforced by Appointment of a Receiver.

33. The Mortgagees of the Company may enforce Payment of Arrears of Principal and Interest due on their Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of a Receiver the Amount owing to the Mortgagees by whom the Applications for a Receiver is made shall not be less in the whole than Ten thousand Pounds.

Priority of existing Mortgages.

34. The Mortgages which under any Act of Parliament were granted by the Company before the passing of this Act, and are now in force, shall while in force have Priority over all Mortgages granted by the Company under this Act, and among themselves shall have the like Priorities and Preferences as they would have if this Act were not passed; provided that this Act shall not confer on any Mortgage any Priority or Preference or any other Operation to which it would not be entitled if this Act were not passed.

Power to grant Mortgages on Condition of future Mortgages

35. If and when the Company think fit, they may grant any Mortgage, subject to the Condition expressed on the Face of the Mortgage that the Company may issue on an Equality therewith any other Mortgages which the Company from Time to Time are authorized to grant

having Equality therewith.

grant, and so that all the Mortgages so issued, and whatever be the Times of the granting thereof respectively, shall form One Class of Mortgages entitling the Mortgagees, without regard to the Times of the granting of the same respectively, or the Acts under which the same respectively are granted, to Payment of the Principal Monies and Interest thereby respectively secured rateably and without any Preference or Priority as between themselves, and all Mortgages so issued shall bear on their Face that they are issued under "The *London, Brighton, and South Coast* Railway Company's Acts."

Form of Mortgages in Schedule.

36. The Mortgages from Time to Time after the passing of this Act granted by the Company, and under whatever Act or Acts granted, may be in the Form set forth in the Second Schedule to this Act annexed, with such Modifications, if any, thereof as the Company from Time to Time think fit.

Power to create Debenture Stock.

37. The Company from Time to Time may create and issue Debenture Stock in respect of any Money which they have already borrowed on Mortgage or are authorized to borrow on Mortgage.

Application of Monies.

38. All Monies raised under this Act, whether by Shares or Stock or Debenture Stock or by borrowing, shall be applied for the Purposes of the Company only, and where the Application to any particular Purpose of any of the Monies already authorized to be raised was prescribed by the Act authorizing the raising thereof the same shall, so far as is requisite, be applied to that Purpose only.

Scale of Votes of Shareholders.

39. The Scale of Votes at all General Meetings of the Company is the Scale following; (that is to say,)

(*a*) Three Votes in respect of every Fifty Pound Share up to Ten Fifty Pound Shares:

(*b*) And Three Votes additional for every Five additional Fifty Pound Shares beyond Ten Fifty Pound Shares.

For ascertaining Votes.

40. For ascertaining the Number of Votes to which any Shareholder or Stockholder is entitled, the aggregate Amount of all his Shares or all his Stock, or all his Shares and Stock respectively, entitling him to vote, shall be divided by Fifty, and the Quotient (rejecting Fractions) shall be deemed the Number of Fifty Pound Shares in respect of which he may vote.

Act not to confer Right of voting where not existing.

41. Nothing in this Act contained shall entitle any Person to vote at any General Meeting of the Company in respect of any Share or Stock which was created or issued subject to any Term or Condition that it should not confer on the Holder thereof any Right of voting.

42. The

Lands for extraordinary Purposes.

42. The Company may under this Act purchase by Agreement, for the extraordinary Purposes expressed in the Railways Clauses Consolidation Act, 1845, any Quantity of Land not exceeding Thirty Acres.

Powers for compulsory Purchases limited.

43. The Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Two Years after the passing of this Act.

Period for Completion of Works.

44. The Railways and Road by this Act authorized shall be completed within Three Years after the passing of this Act, and on the Expiration of that Period 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.

Lateral and vertical Deviations.

45. In the making of the Railways and Road by this Act authorized the Company may deviate laterally from the Lines thereof shown on the deposited Plans to any Extent within the Limits of Deviation shown thereon, and vertically from the Levels thereof shown on the deposited Sections to any Extent not exceeding in any One Place Five Feet from the Levels shown thereon.

Power to cross Roads on the Level.

46. Subject to the Provisions in the Railways Clauses Consolidation Act, 1845, and in Part I. (relating to Construction of a Railway) of the Railways Clauses Act, 1863, contained in reference to the crossing of Roads on the Level, the Company may, in the Construction of the *Worthing* Junction, carry the same with a single Line of Railway only whilst the Railway consists of a single Line, and afterwards with a double Line of Railway only, across and on the Level of the Road numbered on the deposited Plans 5 in the Parish of *Old Shoreham*.

Company to widen existing Bridge over the River Adur.

47. The Company shall widen the said Road and the Bridge which carries it over the River *Adur* so as to make the same of a Width not less than Twenty Feet between the Fences or Parapets from the proposed level Crossing to the Crown of the Bridge, and shall also make the said Road and the Roadway of the Bridge level from the proposed level Crossing to the Crown of the Bridge.

Station at Junction of the Shoreham, Henfield, and Mid-Sussex Branch.

48. The Company shall also make and maintain a Station at or near to and on the Southern Side of the Junction of the *Worthing* Junction with the Company's *Shoreham, Henfield, and Mid-Sussex* Branch, and on the Northern Side of the Road leading to *Old Shoreham Bridge*.

Penalty for Non-completion of Railways by Time limited.

49. If the Railways by this Act authorized 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 those Railways 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 were prevented from completing or opening the Railways 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.

Power to abandon Ford Junction Railway.

50. The Company shall abandon the making of the whole of the *Ford Junction* Railway by "The *Brighton* (Powers) Act, 1864," authorized.

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

51. The Abandonment by the Company, under the Authority of this Act, of the *Ford Junction* Railway, 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 Railway, 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 or 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 *Brighton* (Powers) Act, 1864.

Company to make Compensation for Lands taken for Railway abandoned.

52. 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 the *Ford Junction* Railway, and not required for the Purposes of any of the Works by this Act authorized, 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.

53. The

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

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

53. 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 their Railways, Works, and Property under this Act, and the Company's Officers and Servants and other Persons, in like Manner as if these Byelaws, Rules, and Regulations were under this Act made with respect to the same, and the same 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 Brighton (Mitcham, &c.) Act, 1863.

54. The several Tolls, Fares, Rates, and Charges which by the *Brighton* (*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 Railways by this Act authorized to be made, 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.

New Lines to form Part of Company's Undertaking.

55. The several new Lines of Railway made by the Company under this Act shall for all Purposes be considered as forming, with the other Railways of the Company, One Line of Railway; and in estimating the Amount of Tolls and Charges in respect of Traffic conveyed partly on those new Lines and partly on any other Part of the Company's Railways for a Distance less than Six Miles, Tolls and Charges may only be charged as for Six Miles; and in respect of Passengers, for every Mile or Fraction of a Mile beyond Six Miles Tolls and Charges as for One Mile only; and in respect of Animals and Goods, for every Quarter of a Mile or Fraction of a Quarter of a Mile beyond Six Miles Tolls and Charges as for a Quarter of a Mile only; and no other Short-distance Charge shall be made for the Conveyance of Passengers or Goods partly on those new Lines of Railway, or any of them, and partly on any other Railway of the Company.

Rights of Company as Shareholders of Surrey and Sussex Company and Chichester and Midhurst Company.

56. The Company shall, in respect of the Sums subscribed by them towards the Capital of the *Surrey and Sussex* Company and the *Chichester and Midhurst* Company respectively, and the corresponding Shares of the respective Capital held by the Company, have all the Powers, Rights, and Privileges (except as is by this Act otherwise provided) with respect to voting at General Meetings, and be subject to all the Obligations and Liabilities, of Shareholders of the respective Company: Provided also, that the Company in respect of the Shares

of

of the respective Capital so held by them shall have the like Number of Votes as those Shares would confer if every Share were held by a separate Shareholder.

Votes of Company at General Meetings.

57. The Company, whilst Shareholders of the respective Company, may by Writing under their Common Seal from Time to Time appoint some Person to attend any Meeting of the respective Company, and he shall have all the Privileges and Powers attaching to other Shareholders at the Meetings, and may vote thereat in respect of the Shares of the respective Company's Capital held by the Company.

Power to Company to appoint Two Directors of each of Surrey and Sussex Company and Chichester and Midhurst Company.

58. With respect to each of the *Surrey and Sussex* Company and the *Chichester and Midhurst* Company, the Company, if and so long as they hold Shares of the Capital of the respective Company, from Time to Time may appoint Two Persons, being Directors of the Company, and whether or not Shareholders of the respective Company, to be Directors of the respective Company, in addition to the other Directors of the respective Company, and may at pleasure remove any Director so appointed.

Rotation of Directors so appointed.

59. Each Director of the respective Company so appointed by the Company shall retire from Office at the First Ordinary Meeting in every Year of the respective Company, unless he be appointed for a shorter or a longer Period, and every Director so retiring from Office may be re-appointed; and, except as is by this Act otherwise provided, every such Director shall have the same Powers, and be subject to the same Provisions and Regulations, as Directors of the respective Company elected by their Shareholders.

Supply of Vacancies in Office of Directors so appointed.

60. If any Person appointed by the Company to be a Director of the respective Company, by Writing under his Hand, resign or be removed or die, the Company may appoint another of their Directors to fill his Place, and every Director so appointed shall continue in Office so long only as the Director to whom he succeeds would be entitled to continue if he remained in Office.

Powers of the respective Company not dependent on Nominee Directors.

61. The Powers of the respective Company or their Directors are not dependent on there being in Office any Director appointed by the Company.

Instruments of Appointment and Removal of Directors so appointed.

62. Every Appointment or Removal by the Company of a Director of the respective Company shall be in Writing under the Common Seal of the Company, or under the Hand of the Chairman of the Directors of the Company, or under the Hand of the Secretary of the Company;

Company; and the Instrument shall be delivered to the respective Company, or to One of the Directors or their Secretary, and shall be kept with their Records, and shall at all reasonable Times be open to the Inspection and Transcription of all Persons interested.

Validity of the Instruments and of Acts thereunder.

63. Until the contrary be shown, every Instrument purporting to be the Instrument of any such Appointment or Removal, and under the Seal of the Company, or under the Hand of the Chairman of the Directors or of the Secretary of the Company, and without Proof of the Seal thereto affixed being duly affixed, or of the Signature thereto having been duly authorized, or being the Signature of the Chairman or Secretary, shall be Evidence of the Appointment or Revocation purporting to be thereby made: Provided that, notwithstanding that some Defect in the Appointment of any such Director be discovered, all his Votes and Acts as a Director of the respective Company, and all Proceedings consequent thereon or relating thereto, shall be as valid as if he were duly appointed.

Dissolution of specified Companies.

64. With respect to each of the Companies following, (that is to say,) the *Wimbledon and Croydon* Company, the *Mid-Sussex* Company, the *Uckfield* Company, the *Guildford* Company, the *Bognor* Company, the *Epsom* Company, the *Dorking* Company, the *Groombridge* Company, the *Banstead* Company, the *Uckfield and Tunbridge Wells* Company, and the *East Grinstead* Company, the Debts, Liabilities, and Engagements, if any, of the respective Company, not adopted by One or both of the Company and the *South-western* Company, shall be paid, satisfied, or discharged, and their respective Affairs shall be wound up, and thereupon the respective Company, if not dissolved under any other Act, shall be by this Act dissolved, and thenceforth shall cease to exist.

Dissolved Companies to be represented by Company and South-western Company.

65. With respect to each of the Companies following, (that is to say,) the *Wimbledon and Croydon* Company and the *Epsom* Company, the respective Company from and after the Dissolution thereof shall be represented by the Company and the *South-western* Company, in accordance with their respective Interests in the Undertaking, Railway, Works, and Property of the respective dissolved Company.

Dissolved Companies to be represented by the Company.

66. With respect to every Company following, (that is to say,) the *Mid-Sussex* Company, the *Uckfield* Company, the *Mid-Sussex and Midhurst* Company, the *Guildford* Company, the *Bognor* Company, the *Dorking* Company, the *Groombridge* Company, the *Banstead* Company, the *Uckfield and Tunbridge Wells* Company, and the *East Grinstead* Company, the respective Company shall from

from and after the Dissolution thereof be represented by the Company, and all the Powers and Authorities whatsoever of the respective dissolved Company, other than their Powers with respect only to their Direction and General Meetings, and the internal Management and Regulation of their own Affairs, shall be vested in and may from Time to Time be exercised and enjoyed by the Company.

General Saving of Rights under Acts relating to dissolved Companies.

67. With respect to every Company by this Act dissolved, notwithstanding the Dissolution thereof, and except only as is by this Act otherwise provided, everything before the passing of this Act done, suffered, and confirmed respectively under or by any or every Act relating to the respective dissolved Company shall be as valid as if the Dissolution had not happened, and the Dissolution and the Operation of this Act respectively shall accordingly be subject and without Prejudice to everything so done, suffered, and confirmed, and to all Rights, Liabilities, Claims, and Demands, both present and future, which, if the Dissolution had not happened, would be incident to or consequent on everything so done, suffered, and confirmed; and with respect to everything so done, suffered, and confirmed, and all those Rights, Liabilities, Claims, and Demands, the Company, or, as the Case requires, the Company and the *South-western* Company or the *South-western* Company, shall to all Intents represent the respective dissolved Company: Provided that the Generality of this Provision shall not be restricted by any of the other Sections and Provisions of this Act.

Saving Rights of South-eastern Company.

68. Nothing in this Act contained shall take away, lessen, prejudice, alter, add to, confirm, or affect, or be receivable as Evidence with respect to any of the Estates, Rights, Interests, Powers, Privileges, Authorities, Duties, Obligations, or Liabilities of the *South-eastern* Company.

Saving Rights of Companies.

69. 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.

Saving Rights of the Crown.

70. Nothing contained in this Act or in any of the Acts herein referred to shall authorize the Company to take, use, or in any Manner interfere with any Land or Hereditaments, or any Rights of whatsoever Description, belonging to the Queen's most Excellent Majesty in right of Her Crown, and under the Management of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf

behalf of Her Majesty, first had and obtained for that Purpose (which Consent such Commissioners are hereby respectively authorized to give), neither shall anything in the said Act or Acts contained extend to take away, prejudice, diminish, or alter any of the Estates, Rights, Privileges, Powers, or Authorities vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

Interest not to be paid on Calls paid up.

71. 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 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.

72. 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.

73. 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.

74. 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.

The

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

The SCHEDULES referred to in the foregoing Act.

THE FIRST SCHEDULE.

Acts recited in the foregoing Act.

Years and Chapters.	Titles or Short Titles given.	How referred to in the foregoing Act.
9 & 10 Vict. Chap. 283.	An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Company, and the Undertakings belonging to them.	Brighton Amalgamation Act, 1846.
10 & 11 Vict. Chap. 276.	The London Bridge Railway Termini General Enlargement Act, 1847.	Brighton Act, 1847.
11 & 12 Vict. Chap. 136.	The London, Brighton, and South Coast Railway Act, 1848.	Brighton Act, 1848.
16 & 17 Vict. Chap. 100.	The London, Brighton, and South Coast Railway Act, 1853.	Brighton Act, 1853.
17 & 18 Vict. Chap. 61.	The London, Brighton, and South Coast Railway Act, 1854.	Brighton Act, 1854.
21 & 22 Vict. Chap. 57.	The London, Brighton, and South Coast Railway (Capital) Act, 1858.	Brighton (Capital) Act, 1858.
21 & 22 Vict. Chap. 84.	The London, Brighton, and South Coast Railway (New Lines) Act, 1858.	Brighton (New Lines) Act, 1858.
22 & 23 Vict. Chap. 69.	The London, Brighton, and South Coast Railway Act, 1859.	Brighton Act, 1859.
23 & 24 Vict. Chap. 109.	The Croydon and Balham Hill Railway Act, 1860.	Brighton (Balham) Act, 1860.
23 & 24 Vict. Chap. 171.	The London, Brighton, and South Coast Railway Act, 1860.	Brighton (New Lines) Act, 1860.
25 & 26 Vict. Chap. 63.	The London, Brighton, and South Coast Railway (Stations, &c.) Act, 1862.	Brighton (Stations) Act, 1862.
25 & 26 Vict. Chap. 78.	The London, Brighton, and South Coast Railway (New Lines) Act, 1862.	Brighton (New Lines) Act, 1862.
26 & 27 Vict. Chap. 137.	The London, Brighton, and South Coast Railway (Dorking to Leatherhead) Act, 1863.	Brighton (Dorking) Act, 1863.
26 & 27 Vict. Chap. 142.	The London, Brighton, and South Coast Railway (Extensions, &c.) Act, 1863.	Brighton (Extensions) Act, 1863.
26 & 27 Vict. Chap. 192.	The London, Brighton, and South Coast Railway (Various Powers) Act, 1863.	Brighton (Powers) Act, 1863.
26 & 27 Vict. Chap. 218.	The London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863.	Brighton (Mitcham, &c.) Act, 1863.
27 & 28 Vict. Chap. 35.	The London, Brighton, and South Coast Railway (Kemp Town Station and Line) Act, 1864.	Brighton (Kemp Town) Act, 1864.
27 & 28 Vict. Chap. 123.	The London, Brighton, and South Coast Railway (Ouse Valley Line) Act, 1864.	Brighton (Ouse Valley) Act, 1864.
27 & 28 Vict. Chap. 154.	The London, Brighton, and South Coast Railway (Steamboats, &c.) Act, 1864.	Brighton (Steamers) Act, 1864.

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

Years and Chapters.	Titles or Short Titles given.	How referred to in the foregoing Act.
27 & 28 Vict. Chap. 172.	The London, Brighton, and South Coast Railway (Tunbridge Wells and Eastbourne Line) Act, 1864.	Brighton (Tunbridge Wells) Act, 1864.
27 & 28 Vict. Chap. 274.	The London, Brighton, and South Coast Railway (Battersea Lines) Act, 1864.	Brighton (Battersea) Act, 1864.
27 & 28 Vict. Chap. 314.	The London, Brighton, and South Coast Railway (Additional Powers) Act, 1864.	Brighton (Powers) Act, 1864.
28 & 29 Vict. Chap. 50. -	The London, Brighton, and South Coast Railway (St. Leonard's Line) Act, 1865.	Brighton (St. Leonard's) Act, 1865.
28 & 29 Vict. Chap. 66. -	The London, Brighton, and South Coast Railway (Additional Powers) Act, 1865.	Brighton (Powers) Act, 1865.
8 & 9 Vict. Chap. 199. -	An Act for making a Railway from the Brighton and Chichester Railway to Portsmouth, with a Branch to Fareham.	Portsmouth Extension Act, 1845.
10 & 11 Vict. Chap. 244.	The Brighton and Chichester (Portsmouth Extension and London and South-western Railways) Act, 1847.	Joint Line Act, 1847.
16 & 17 Vict. Chap. 86. -	The Wimbledon and Croydon Railway Act, 1853.	Wimbledon and Croydon Act, 1853.
19 & 20 Vict. Chap. 105.	The Wimbledon and Croydon Railway Act, 1856.	Wimbledon and Croydon Act, 1856.
16 & 17 Vict. Chap. 180.	The West London and Crystal Palace Railway Act, 1853.	West End and Crystal Palace Act, 1853.
17 & 18 Vict. Chap. 210.	The West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854.	West End and Crystal Palace Act, 1854.
19 & 20 Vict. Chap. 87. -	The West London and Crystal Palace Railway Act, 1856.	West End and Crystal Palace Act, 1856.
20 & 21 Vict. Chap. 143.	The West London and Crystal Palace Railway Act, 1857.	West End and Crystal Palace Act, 1857.
21 & 22 Vict. Chap. 104.	The West London and Crystal Palace Railway Act, 1858.	West End and Crystal Palace Act, 1858.
23 & 24 Vict. Chap. 174.	The West London and Crystal Palace Railway (Transfer of Farnborough Extension, and Dissolution of Company,) Act, 1860.	West End and Crystal Palace Act, 1860.
21 & 22 Vict. Chap. 118.	The Victoria Station and Pimlico Railway Act, 1858.	Victoria Station Act, 1858.
23 & 24 Vict. Chap. 112.	The Victoria Station and Pimlico Railway Act, 1859.	Victoria Station Act, 1859.
24 & 25 Vict. Chap. 81.	The Victoria Station and Pimlico Railway Act, 1861.	Victoria Station Act, 1861.
26 & 27 Vict. Chap. 227.	The Victoria Station and Pimlico Railway Act, 1863.	Victoria Station Act, 1863.
22 & 23 Vict. Chap. 134.	The West London Extension Railway Act, 1859.	West London Extension Act, 1859.
24 & 25 Vict. Chap. 234.	The West London Extension Railway Act, 1861.	West London Extension Act, 1861.
26 & 27 Vict. Chap. 208.	The West London Extension Railway Act, 1863.	West London Extension Act, 1863.
20 & 21 Vict. Chap. 133.	The Mid-Sussex Railway Act, 1857 - -	Mid-Sussex Act, 1857.
20 & 21 Vict. Chap. 60. -	The Lewes and Uckfield Railway Act, 1857	Uckfield Branch, 1857.
22 & 23 Vict. Chap. 125.	The Mid-Sussex and Midhurst Junction Railway Act, 1859.	Mid-Sussex and Midhurst Act, 1859.
23 & 24 Vict. Chap. 172.	The Mid-Sussex and Midhurst Junction Railway (Deviation) Act, 1860.	Mid-Sussex and Midhurst Act, 1860.
25 & 26 Vict. Chap. 210.	The Mid-Sussex and Midhurst Junction Railway (Sale or Lease) Act, 1862.	Mid-Sussex and Midhurst Act, 1862.
23 & 24 Vict. Chap. 180.	The Horsham and Guildford and Direct Railway Act, 1860.	Horsham and Guildford Act, 1860.
24 & 25 Vict. Chap. 120.	The Bognor Railway Act, 1861 - -	Bognor Act, 1861.

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

Years and Chapters.	Titles or Short Titles given.	How referred to in the foregoing Act.
19 & 20 Vict. Chap. 92. -	The Epsom and Leatherhead Railway Act, 1856.	Epsom Act, 1856.
23 & 24 Vict. Chap. 158.	The Epsom and Leatherhead Railway (South-western and Brighton) Act, 1860.	Epsom Act, 1860.
25 & 26 Vict. Chap. 151.	The Horsham, Dorking, and Leatherhead Railway Act, 1862.	Horsham and Dorking Act, 1862.
25 & 26 Vict. Chap. 207.	The East Grinstead, Groombridge, and Tunbridge Wells Railway Act, 1862.	Groombridge Act, 1862.
25 & 26 Vict. Chap. 158.	The Banstead and Epsom Downs Railway Act, 1862.	Banstead Act, 1862.
24 & 25 Vict. Chap. 174.	The Brighton, Uckfield, and Tunbridge Wells Railway Act, 1861.	Uckfield and Tunbridge Wells Act, 1861.
16 & 17 Vict. Chap. 88. -	The East Grinstead Railway Act, 1853 -	East Grinstead Act, 1853.
27 & 28 Vict. Chap. 325.	The Tooting and Wimbledon Extension Railway Act, 1864.	Tooting Act, 1864.
28 & 29 Vict. Chap. 273.	The Tooting, Merton, and Wimbledon Railway (South-western and Brighton) Act, 1865.	Tooting Act, 1865.
28 & 29 Vict. Chap. 379.	The Surrey and Sussex Junction Railway Act, 1865.	Surrey and Sussex Act, 1865.
27 & 28 Vict. Chap. 75. -	The Chichester and Midhurst Railway Act, 1864.	Chichester and Midhurst Act, 1864.
28 & 29 Vict. Chap. 354.	The Chichester and Midhurst Railway (Extension) Act, 1865.	Chichester and Midhurst Act, 1865.

The

London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866.

THE SECOND SCHEDULE.

Form of Mortgage Deed.

The London, Brighton, and South Coast Railway Company.

Mortgage No. £

By virtue of the London, Brighton, and South Coast Railway Company's Acts we, the London, Brighton, and South Coast Railway Company, in consideration of £ paid to us by [*A.B.* of, *&c.*] do assign unto [him, his] Executors, Administrators, and Assigns, our Undertaking, and all the Tolls and Sums of Money arising by virtue of those Acts, whether already or hereafter passed, and all our Estate, Right, Title, and Interest in and to the same;

To hold unto the said [*A. B.*], his Executors, Administrators, and Assigns, until the Sum of £
with Interest for the same at the Rate of £
per Cent. per Annum, be satisfied; the Principal Sum to be repaid [*here express the Time for Repayment, as agreed on between the Company and the Mortgagee, and the Place for Payment, if not the Company's principal Office*]:

Provided that this Mortgage is granted subject to the Condition that we from Time to Time may issue on an Equality therewith any other Mortgages which, under the London, Brighton, and South Coast Railway (Capital and Powers) Act, 1866, or any other Act or Acts passed before or after the passing of that Act, we from Time to Time are authorized to grant, and so that all the Mortgages already or hereafter so issued shall, whatever be the Times of the granting thereof, respectively form One Class of Mortgages entitling the Mortgagees, without regard to the Times of granting the same respectively, or the Acts under which the same are respectively granted, to Payment of the Principal Monies and Interest thereby respectively secured rateably and without any Preference or Priority as between themselves, so as all Mortgages so issued bear on their Face that they are issued under "The London, Brighton, and South Coast Railway Company's Acts."

Given under our Common Seal, this Day of
A.D. 18 .

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1866.

