ANNO VICESIMO SEPTIMO & VICESIMO OCTAVO

VICTORIÆ REGINÆ.

***

aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

Short Title.

1. This Act may be cited for any Purpose as "The *Sunningdale and Cambridge Town* Railway Act, 1864."

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

2. "The Companies Clauses Consolidation Act, 1845," and Part I., relating to Cancellation and Surrender of Shares, of "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "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, of "The Railways Clauses Act, 1863," (save so far as any of the Clauses and Provisions thereof respectively are expressly excepted or varied by this Act,) are incorporated with this Act; and in construing those Acts in connexion with this Act the Term "Superior Courts" includes any Court of competent Jurisdiction as in this Act defined; and the Expression "Court of competent Jurisdiction" or any other like Expression in this Act shall be read and have effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute; and the Word "Company" shall mean the Company incorporated by this Act; and the Word "Railways" shall mean the Railways by this Act authorized to be constructed.

Subscribers incorporated.

3. *James Garrard, Benjamin Babington, Charles Raleigh Knight, Robert Spring,* and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway herein-after authorized, with proper Works and Conveniences connected therewith, according to the Provisions of this Act and of the Acts incorporated herewith, and for other the Purposes hereby and by those Acts authorized, and for such Purposes shall form One Body Corporate by the Name of "The *Sunningdale and Cambridge Town* Railway Company," with perpetual Succession and a Common Seal, and shall have Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes of the Undertaking within the Restrictions herein and in the said Acts contained.

Capital.

4. The Capital of the Company shall be Seventy thousand Pounds.

5. The

Number and Amount of Shares.

5. The Capital shall be divided into Seven thousand Shares, and the Amount of each Share shall be Ten Pounds.

Calls.

6. Two Pounds *per* Share shall be the greatest Amount of a Call, and Two Months at the least shall be the Interval between successive Calls, and not more than Three Fourths of a Share shall be called up in any One Year; and no Share shall be issued by the Company, or shall vest in the Person accepting the same, until not less than Twenty *per Centum* on the nominal Amount thereof shall have been paid thereon.

Power to borrow on Mortgage.

7. The Company may borrow on Mortgage any Sum not exceeding Twenty-three thousand Pounds, but no Part of that Sum shall be borrowed until the whole of the said Capital of Seventy thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up, nor until the Company shall have proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," (before he so certifies,) that Shares for the whole of the said Capital of Seventy thousand Pounds have been issued and accepted *bonâ fide*, and that not less than Twenty *per Centum* had been paid up on account of each separate Share before or at the Time of the Issue or Acceptance thereof, and that such Shares were taken *bonâ fide*, and are held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same (of which Facts the Certificate of such Justice under that Section shall be sufficient Evidence).

Arrears may be enforced by Appointment of a Receiver.

8. 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 in the event of the Principal Money or Interest due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom the Application for a Receiver shall be made shall not be less than Three thousand Pounds in the whole.

Application of Monies.

9. All Monies raised under the Powers of this Act by Shares or by borrowing shall be applied in carrying out the Purposes of this Act, and for no other Purpose.

Number and Qualification of Directors.

10. The Number of the Directors shall be Four, and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Undertaking.

Power to increase Number of Directors.

11. The Company from Time to Time may increase the Number of Directors to Six.

12. *James*

First Directors.

12. *James Garrard*, *Benjamin Babington*, *Charles Raleigh Knight*, and *Robert Spring* shall be the First Directors of the Company.

First Ordinary Meeting.

13. The First Ordinary Meeting of the Company shall be held within Six Months after the passing of this Act.

Newspaper for Advertisements.

14. The Newspaper for Advertisements shall be any Newspaper published in the County of *Surrey*.

Election of Directors at First Ordinary Meeting.

15. The First Directors shall continue in Office until the First Ordinary Meeting of the Company, and at such Meeting the Shareholders present, personally or by proxy, may either continue in Office the First Directors or any Number of them, or may elect a new Body of Directors, or Directors to supply the Place of those not continued in Office.

Subsequent Election of Directors.

16. At the First Ordinary Meeting of the Company to be held in the Year One thousand eight hundred and sixty-five, and in every subsequent Year, the Shareholders present, personally or by proxy, shall elect Persons to supply the Places of the Directors then retiring from Office agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by that Act.

Quorum of Directors.

17. The Quorum of a Meeting of Directors shall be Three.

As to Money payable to Persons under Disability.

18. If any Money be payable to any Shareholder being a Minor, Idiot, Lunatic, or *non compos mentis*, the Receipt of the Guardian of such Minor, or of the Committee of such Idiot, Lunatic, or Person *non compos mentis*, shall be a sufficient Discharge to the Company for the same.

Power to make Railway according to deposited Plans.

19. It shall be lawful for the Company, subject to the Provisions in this and the incorporated Acts contained, to make and maintain the Railway herein-after described, with all proper Approaches, Stations, Works, and Conveniences, in the Line and upon the Lands delineated on the said Plan and described in the said Book of Reference, and according to the Levels described on the said Section, and the Company may enter upon, take, and use such of the said Lands as shall be necessary for the Purposes of this Act.

Line of Railway.

20. The Railway and Works by this Act authorized comprise the following; (to wit,)

First, a Railway (No. 1.) commencing in the Parish of *Windlesham* in the County of *Surrey* near the *Sunningdale* Station of

of the *Staines, Wokingham, and Woking* Railway, and terminating in the Parish of *Frimley* in the County of *Surrey* in or adjoining *High Street, Cambridge Town.*

As to Junction with Staines, Wokingham, and Woking Railway.

21. In order to secure the least possible Interference with the *Staines, Wokingham, and Woking* Railway, and not to interrupt the safe and convenient Conduct of the Traffic thereon by the Introduction of Facing Points on that Railway or otherwise, the Railway by this Act authorized (except with the Consent of the *London and South-western* Railway Company under their Common Seal) shall not form a Junction with the *Staines, Wokingham, and Woking* Railway in the Manner shown on the deposited Plans, but, except with such Consent, shall at and near its Commencement be made and maintained and shall be connected with the *Staines, Wokingham, and Woking* Railway in manner following, and on the Terms and Conditions following; that is to say,

1. The Railway shall commence at a Point near the Eastern End of the Down Platform of the *Sunningdale* Station on that Railway, and on the Southern Side of that Platform, and for a Length of One hundred Yards or thereabouts shall be formed parallel thereto; and a proper and convenient Junction shall be formed between the Railway as thus deviated and the *Staines, Wokingham, and Woking* Railway in or near that Station:
2. All Works from Time to Time necessary to be executed by the Company or for their Purposes on the *Staines, Wokingham, and Woking* Railway shall be executed by the *London and South-western* Railway Company; and the Amount certified by their Engineer to be the Cost of providing and executing the necessary and proper Materials and Works shall be borne and paid by the Company to the *London and South-western* Railway Company on Demand:
3. If any Difference shall arise between the Companies in the carrying into effect of the Provisions of this Section, the same shall be settled by Arbitration according to the Provisions of the "Railway Companies Arbitration Act, 1859," by a single Arbitrator, to be, in case of Difference, appointed by the Board of Trade.

Lands for extraordinary Purposes.

22. The Company may purchase by Agreement for extraordinary Purposes, as defined by "The Lands Clauses Consolidation Act, 1845," any Quantity of Land not exceeding One Acre.

Powers for compulsory Purchases limited.

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

Period for Completion of Works.

24. The Railway and Works shall be completed within Five Years from the passing of this Act, and on the Expiration of that Period

Period the Powers by this Act granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway and Works as shall then be completed.

Restrictions as to Transfer of certain Monies deposited pursuant to Standing Orders.

25. And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Six thousand one hundred and ninety Pounds Stock in the Reduced Three *per Cent.* Annuities has been transferred into the Name of the Accountant General of the Court of Chancery in *England*, pursuant to the said Act, in respect of the Application to Parliament for this Act: And whereas the said Sum of Six thousand one hundred and ninety Pounds Stock represents the Sum of Five thousand six hundred Pounds Sterling, which is Eight *per Centum* on Seventy thousand Pounds, being the estimated Expense of the Railway by this Act authorized: Therefore, notwithstanding anything contained in the said recited Act, the said Sum of Stock so transferred as aforesaid in respect of the Application for this Act, or the Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be transferred or paid to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway, open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the Capital; and if the said Period shall expire before the Company shall either have opened the Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Board of Trade, the said Sum of Stock so transferred as aforesaid, and the Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be transferred and paid by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so transferred and paid shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*: Provided that at any Time after the passing of this Act if a Bond in twice the Amount of the said Sum of Five thousand six hundred Pounds Sterling shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned

conditioned for Payment to Her Majesty, Her Heirs or Successors, of a Sum of Five thousand six hundred Pounds Sterling if the Company shall not, within the Time limited for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then the said Sum of Six thousand one hundred and ninety Pounds Stock so transferred as aforesaid, and the Dividends thereof, shall be transferred and paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce a Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Stock so transferred as aforesaid would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Board of Trade that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

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

Tonnage on Articles of Merchandise.

In respect of the Tonnage of all Articles conveyed thereon, or upon any Part thereof, and included within the following Classes:

Class 1. For all Coals, Coke, Culm, Charcoal, and Cinders, Compost, Dung, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of Roads or Highways, and all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone, Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per* Ton *per* Mile not exceeding One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Halfpenny:

Class 2. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Deals, Metals (except Iron) Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Halfpenny:

Class 3. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Penny:

Class 4. For every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than Two Tons, *per* Mile not exceeding Fourpence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Mile not exceeding One Penny; and the Sum of One Penny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons which any such Carriage may weigh.

Tolls for Animals.

In respect of Animals conveyed on Carriages upon the Railway, as follows:

Class 5. For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

Class 6. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

Class 7. For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile not exceeding One

One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

Tolls for Passengers.

In respect of Passengers conveyed in Carriages upon the Railway, as follows:

For any Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

Regulations as to the Tolls.

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

For Articles or Persons conveyed on the Railway for a less Distance than Four Miles the Company may demand Tolls and Charges as for Four Miles:

For a Fraction of a Mile beyond Four Miles, or beyond any greater Number of Miles, the Company may demand Tolls and Charges for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile:

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

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

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

Tolls for small Parcels and single Articles of great Weight.

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

For the Carriage of small Parcels on the Railway, as follows:

For any Parcel not exceeding Seven Pounds in Weight, Threepence:

For any Parcel not exceeding Fourteen Pounds in Weight, Fivepence:

For any Parcel not exceeding Twenty-eight Pounds in Weight, Sevenpence:

And for any Parcel not exceeding Fifty-six Pounds in Weight, Ninepence:

And for Parcels exceeding Fifty-six Pounds and less than Five hundred Pounds in Weight the Company may demand any Sum which they think fit:

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Articles in separate Packages:

For the Carriage of any One Boiler, Cylinder, or Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons, but shall not exceed Eight Tons, the Company may demand any Sum not exceeding Sixpence *per* Ton *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Fourpence; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Threepence:

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

Passengers Luggage.

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

Maximum Charges for Goods and Animals.

30. The maximum Rates of Charge to be made by the Company, including the Tolls for the Use of the Railway and Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance (except a reasonable Sum for loading and unloading of Goods at any Terminal Station of such Goods, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the Company), shall not exceed the Amounts mentioned in the following Table; (that is to say,)

For the Matters herein-before mentioned under Class 1, not exceeding One Penny Halfpenny *per* Ton *per* Mile:

For the Matters mentioned under Class 2, not exceeding Twopence *per* Ton *per* Mile:

For the Matters mentioned in Class 3, not exceeding Threepence *per* Ton *per* Mile:

For any Carriage mentioned under Class 4, not weighing more than Two Tons, not exceeding Sixpence *per* Mile; and if weighing more than Two Tons, not exceeding One Penny Halfpenny *per* Mile for every Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons:

For everything mentioned under Class 5, not exceeding Fourpence *per* Mile:

For everything mentioned under Class 6, not exceeding Twopence *per* Mile:

For everything mentioned under Class 7, not exceeding One Penny *per* Mile.

Maximum Rates of Charges for Passengers.

31. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers upon the Railway, including the Tolls for the Use of the Railway and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums:

For every Passenger conveyed in a First-class Carriage, the Sum of Twopence Halfpenny *per* Mile:

For every Passenger conveyed in a Second-class Carriage, the Sum of One Penny Three Farthings *per* Mile:

For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny *per* Mile.

Restriction as to Charges not to apply to Special Trains.

32. Provided always, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special or Extra Train that may be required to be run upon the Railway, but shall apply only to the Ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway.

Company may take increased Charges by Agreement.

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

Terminal Station defined.

34. No Station is to be considered a Terminal Station in regard to any Goods conveyed on the Railway which have not been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered thereat to the Consignee.

35. The

Company to run Three Trains to and from Cambridge Town daily.

35. The Company shall at all Times after the opening of the Railway run Three Passenger Trains each Way daily between the Terminus of the Railway at *Cambridge Town* and the *Sunningdale* Station of the *Staines, Wokingham, and Woking* Railway in connexion with Trains running to and from *London* on that Railway.

Power for London and South-western Company to run over Railway.

36. The *London and South-western* Railway Company, and all Companies and Persons lawfully using their Railways, may run over, work, and use, with their Engines and Carriages of every Description, and with their Servants and Officers, the Railway by this Act authorized, together with all Stations, Sidings, Water, Watering Places, Booking Offices, Telegraphs, Works, and Conveniences whatsoever from Time to Time forming Part of or provided for Use in connexion with the Railway. The Terms and Conditions and the Regulations to be observed and fulfilled for and in respect of the User by the *London and South-western* Railway Company, and the other Companies and Persons respectively, of the Railway, and of the Stations, Sidings, Water, Watering Places, Booking Offices, Telegraphs, Works, and Conveniences, and the Tolls, Rates, and Charges to be paid in respect of the User, shall be such as may from Time to Time be agreed on between the Company and the *London and South-western* Railway Company, or such other Companies or Persons respectively, or as, in case of Difference, shall be determined by Arbitration according to the Railway Companies Arbitration Act, 1859, by a single Arbitrator, to be, in case of Difference, appointed by the Board of Trade.

Working Arrangements between Company and London and South-western Company.

37. The Company and the *London and South-western* Railway Company from Time to Time may make and carry into effect Contracts and Arrangements with respect to all or any of the following Purposes, and all incidental Matters; (to wit,)

The Maintenance, Use, and working of all, any, or any Part of the Railway and Works of the Company by the *London and South-western* Railway Company:

The Regulation, Management, Collection, Transmission, and Delivery of the whole or any Part of the Traffic upon the Railway, or either of them, or any Part thereof, and the Supply and Maintenance of Rolling and Working Stock for such Purposes, and the Employment, Remuneration, and Dismissal of Officers and Servants:

The fixing, Collection, Payment, Division, and Appropriation of the Tolls and other Income and Profits of the Railway, or either of them, or any Part thereof:

And any such Contract or Arrangement may be made for the same Period of Time with reference to all the Purposes of the Contract, or for different Periods with reference to different Purposes.

38. Where

Tolls for short Distances.

38. Where under any such Contract or Arrangement any Passengers, Animals, or Things are conveyed by the *London and South-western* Railway Company partly on the Railway of the Company and partly on the *Staines, Wokingham, and Woking* Railway for a Distance less in the whole than Four Miles, the *London and South-western* Railway Company may demand and take Tolls, Fares, Rates, and Charges not exceeding the maximum Tolls, Fares, Rates, and Charges as for Four Miles, and for each Mile or Fraction of a Mile beyond Four Miles as for One Mile in the Case of Passengers, and for each Fraction of a Mile beyond Four Miles as for the Number of Quarters of a Mile in that Fraction (a Fraction of a Quarter of a Mile being for this Purpose deemed a Quarter of a Mile) in the Case of Animals and Goods; and no other Short-distance Charge shall be made for the Conveyance by the *London and South-western* Railway Company under any such Contract or Arrangement of Passengers, Animals, or Things partly on the Railway of the Company and partly on the *Staines, Wokingham, and Woking* Railway.

Interest not to be paid on Calls.

39. The Company shall not, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, pay Interest or Dividends to any Shareholder on the Amount of Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

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

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

Saving Rights of the Crown.

41. Nothing contained in this Act or in any of the Acts herein referred to shall authorize the said Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights of whatsoever Nature, belonging to or enjoyed or exerciseable by the Queen's most Excellent Majesty in right of Her Crown, 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 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 divest, take away, prejudice, diminish, or alter any Estate, Right, Privilege, Power, or Authority vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

Railway, &c. not exempt from Provisions of present and future General Acts.

42. This Act or anything therein shall not exempt the Railway and Works from the Provisions of any General Act relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies, now in force, or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the Tolls for small Parcels and the maximum Rates of Fares and Charges by this Act authorized.

Expenses of Act.

43. All the Costs, Charges, and Expenses of and attending the passing of this Act, and preliminary or incidental thereto, shall be paid by the Company.

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