



ANNO VICESIMO SEXTO & VICESIMO SEPTIMO

VICTORIÆ REGINÆ.

Cap. ccxvi.

An Act for making a Railway from the Town of *Hadlow* in the County of *Kent* to the *Sevenoaks, Maidstone, and Tunbridge* Railway in the Parish of *Ightham* in the aforesaid County; and for other Purposes. [28th July 1863.]

WHEREAS the making of a Railway from the Town of *Hadlow* in the County of *Kent* to the *Sevenoaks, Maidstone, and Tunbridge* Railway in the Parish of *Ightham* in the said County would be of great local and public Advantage: And whereas the Persons herein-after named, and others, are willing at their own Expense to construct such Railway, but the same cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

[*Local.*]

37 Y

1. In

The Hadlow Railway Act, 1863.

- Short Title. **1.** In citing this Act for any Purpose it shall be sufficient to use the Expression "The *Hadlow Railway Act, 1863.*"
- 8 & 9 Vict.
cc. 16. 18. &
20. and
23 & 24 Vict.
c. 106. incor-
porated. **2.** "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation (Amendment) Act, 1860," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act.
- Subscribers
incorporated. **3.** *Maximilian Dudley Dalison, Benjamin Brown, and Joseph Cary,* and all Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway by this Act authorized; and such Company shall be incorporated by the Name of "The *Hadlow Railway Company,*" and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking within the Restrictions in this Act and in the said Acts contained.
- Capital. **4.** The Capital of the Company shall be Fifty-one thousand Pounds.
- Shares. **5.** The Number of Shares into which the Capital shall be divided shall be Three thousand, and the Amount of each Share shall be Twenty Pounds.
- Calls. **6.** Four Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Twelve Pounds shall be the utmost aggregate Amount of Calls that may be made in One Year upon any Share, and Two Months at the least shall be the Interval between successive Calls.
- Power to
borrow on
Mortgage. **7.** It shall be lawful for the Company to borrow on Mortgage any Sums not exceeding in the whole the Sum of Seventeen thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Fifty-one thousand Pounds shall have been subscribed for, and One Half shall have been actually paid up, and until they shall prove to the Justice who is to certify under the Provisions contained in the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that such Capital has been subscribed for *bonâ fide* and is held by such Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable, of which

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The Hadlow Railway Act, 1863.

Facts the Certificate of such Justice under that Section shall be sufficient Evidence.

8. All and every Part of the several Sums of Money hereby authorized to be raised by Shares or Mortgage shall be applicable only to the Objects and Purposes by this Act authorized. Application of Money.

9. The First Ordinary Meeting shall be held within Three Months after the passing of this Act. First General Meeting.

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

11. The Number of Directors of the said Company shall be Six, and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Undertaking. Number and Qualification of Directors.

12. It shall be lawful for the Company from Time to Time to reduce the Number of Directors, provided that the reduced Number be not less than Three. Power to vary Number of Directors.

13. *Joseph Cary, Henry Hawes Fox, Robert O'Brian Jameson, Benjamin Brown, Maximilian Dudley Dalison, and Francis Geary* shall be the First Directors of the Company. First Directors.

14. The Directors appointed by this Act shall, save as is herein-after provided, continue in Office until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Place of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the corresponding Ordinary Meeting to be held in the next and every Year thereafter the Shareholders present, personally or by proxy, shall elect Persons to supply the Places of the Directors then retiring from Office in rotation, agreeably to the Provisions in the said "Companies Clauses Consolidation Act, 1845," contained, and the several Persons elected at any such

The Hadlow Railway Act, 1863.

such Meeting, being neither removed nor disqualified, nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said "Companies Clauses Consolidation Act, 1845."

Quorum.

15. The Quorum of a Meeting of Directors shall be Three, and if the Number of Directors is reduced to Three shall be Two.

Newspapers
for Adver-
tisements.

16. The Newspapers in which Advertisements relating to the Affairs of the Company are to be inserted shall be One Newspaper published in *London* and One Newspaper published and circulated in the County of *Kent*.

Line of Rail-
way.

17. It shall be lawful for the Company to make and maintain the Railway following; (that is to say),

A Railway commencing in a Cherry Orchard in the Occupation of Messieurs *Kenward* and *Barnett*, at a Point about Forty Yards from the West Front of the *Hadlow* National Schools in the Parish of *Hadlow* in the County of *Kent*, and terminating by a Junction with the *Sevenoaks, Maidstone, and Tunbridge* Railway in the Parish of *Ightham* in the said County of *Kent*, at a Point on the East Side of the Turnpike Road leading from the Village of *Ightham* to *Ightham Court*, where the said *Sevenoaks, Maidstone, and Tunbridge* Railway crosses the said Turnpike Road, which said intended Railway and other Works will pass from, through, or into, or be situate within the several Parishes, Townships, Townlands, and extra-parochial or other Places following, or some of them; (that is to say,) *Hadlow, West Peckham, Shipbourne, Wrotham, and Ightham*, all in the said County of *Kent*.

Railway to
be made
according to
deposited
Plans.

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

19. The

The Hadlow Railway Act, 1863.

19. The Quantity of Land to be purchased by the Company by Agreement for the extraordinary Purposes mentioned in the said "Railways Clauses Consolidation Act, 1845," shall not exceed One Acre. Land for extraordinary Purposes.

20. The Powers of the Company for compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act. Powers for compulsory Purchases limited.

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

22. 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 Four thousand eight hundred Pounds (being Eight *per Centum* on the Amount of the Estimate of the Expense of the Railway authorized by this Act) has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted, That notwithstanding anything contained in the said recited Act, the said Sum of Four thousand eight hundred Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bonds as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the said Company shall previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the said Company shall either have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid and the Interest and Dividends thereof shall immediately from and after the Expiration of the said Period be forfeited

[*Local.*]

37 Z

to

The Hadlow Railway Act, 1863.

to Her Majesty and be transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*: Provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Four thousand eight hundred Pounds shall have been executed by the said Company, with One or more Sureties (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury), conditioned for the Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Four thousand eight hundred Pounds, if the said Company shall not within the Time limited for the Completion of the said Railway either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money and the Interest or Dividends thereof shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividends thereof would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

As to Communications with the Sevenoaks Railway.

23. The Railway hereby authorized to communicate with the *Sevenoaks, Maidstone, and Tunbridge* Railway shall communicate therewith at the Point where according to the Plans deposited as in this Act mentioned such Railway appears to communicate therewith, and at no other Point, without the Consent in Writing of the *Sevenoaks, Maidstone, and Tunbridge* Railway Company (herein-after called) the *Sevenoaks* Railway Company, and also (so long as the *London, Chatham, and Dover* Railway Company, herein-after called "the *Dover* Company," work the *Sevenoaks* Railway) of the *Dover* Company, under their Common Seal, and all Communications

The Hadlow Railway Act, 1863.

Communications between the said Railway hereby authorized and the *Sevenoaks* Railway shall be effected in a substantial and workmanlike Manner by means of Connexion Rails and Points of the Construction and laid in the Manner approved of from Time to Time by and to the entire Satisfaction of the Engineer for the Time being of the *Sevenoaks* Company, and also (so long as the *Dover* Company work the *Sevenoaks* Railway) of the Engineer for the Time being of the *Dover* Company.

24. The Expenses of the Communications hereby authorized with the *Sevenoaks* Railway and of all necessary Openings in the Rails thereof, and of all other Works which may from Time to Time be requisite for effecting, altering, amending, repairing, and maintaining such Rails and Points, and of regulating and adjusting the same, shall be borne and paid by the Company; and all such Communications, Openings, and Works shall not only be in the first instance made and done, but shall also from Time to Time at the Expense of the Company be altered, amended, repaired, and maintained to the Satisfaction of the Engineer for the Time being of the *Sevenoaks* Company, and also (so long as the *Dover* Company work the *Sevenoaks* Railway) of the Engineer for the Time being of the *Dover* Company, on each Occasion, and in such Manner and Form and by such Ways and Means as shall not in anywise prejudice or injure the *Sevenoaks* Railway, or impede, obstruct, or interfere with the free, uninterrupted, and safe Passage along the same.

Communications with the *Sevenoaks* Railway to be made at the Expense of the *Hadlow* Company.

25. The Company from Time to Time working the *Sevenoaks* Railway may from Time to Time erect, either on their own Land or on that of the Company by this Act incorporated, such Signals and Conveniences incident thereto, and appoint and remove such Watchmen, Switchmen, or other Persons as the Company so from Time to Time working the *Sevenoaks* Railway may deem necessary for the Prevention of Danger to or Interference with the Traffic at and near the Junction between the Railway by this Act authorized and the *Sevenoaks* Railway; and the Working and Management of such Signals and Conveniences, whether on Land of the Company or on Land of the Company from Time to Time working the *Sevenoaks* Railway, shall be under the exclusive Management and Regulation of the latter Company; and all the Expense of erecting and One equal Moiety or Half Part of the Expense of maintaining such Signals and Conveniences, and of the Wages of such Watchmen, Switchmen, and other Persons, and all incidental current Expenses, shall be repaid by the Company to the Company from Time to Time working the *Sevenoaks* Railway, and as regards the Expense of Erection at the End of the current Half Year in which the same is incurred, and as regards

Power to Company working *Sevenoaks* Railway to erect Signals, &c.

As to Expense of erecting Signals.

The Hadlow Railway Act, 1863.

regards all such other Expenses and Wages at the End of every Half Year, and in default of such Repayment the Amount of such Expenses and Wages may be recovered from the Company by the Company entitled thereto in any Court of competent Jurisdiction; and the Term Superior Court, or Court of competent Jurisdiction, or any other like Expression in this Act or any Act incorporated therewith, shall be read and have effect as if the Debt or Demand with respect to which the Expression is used was a Simple Contract Debt, and not a Debt or Demand created by Statute.

Company not to take Property of the Sevenoaks Railway, or interfere with their Railway or Works.

26. Notwithstanding anything in this Act contained it shall not be lawful for the Company, or for any Company or Person under or in execution of this Act, either permanently or temporarily, to enter upon, take, or use any of the Land or Property of the *Sevenoaks* Company, or which they have Power to take under any of their Acts of Parliament, or to construct any Railways or Branch Railways across the same, either on the Level or otherwise, or in any Manner to alter, vary, or interfere with the *Sevenoaks* Railway, or any of the Works appertaining thereto, save only for the Purpose of effecting the Junction hereby authorized in manner aforesaid.

Saving Rights of the Sevenoaks Company.

27. Nothing in this Act contained shall prejudice, diminish, alter, or take away any of the Rights, Powers, or Authorities of, or vested in, or belonging to the *Sevenoaks* Company or the *Dover* Company.

Power to take Tolls.

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

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 and Cinders, and for Compost, Dung, and all Sorts of Manure, Lime, Chalk, and Limestone, and all undressed Materials for the Repair of Roads or Highways for the Use of the Railway, *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 Farthing; and if drawn or propelled by an Engine belonging to the Company a further Sum *per Ton per Mile* not exceeding One Farthing :

Class 2. For all Coke, Culm, Charcoal, and all Stones for building, pitching, and paving, dressed 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 for the

The Hadlow Railway Act, 1863.

the Use of the Railway, *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 Farthing; and if drawn or propelled by an Engine belonging to the Company a further Sum *per Ton per Mile* not exceeding One Farthing:

Class 3. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, for the Use of the Railway *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 drawn or propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Halfpenny:

Class 4. For all Cotton and other Wools, Drugs, manufactured Goods and other Wares, Merchandise, Fish, Articles, Matters or Things, for the Use of the Railway, *per Ton per Mile* not exceeding Threepence; and if conveyed in Carriages belonging to the Company an additional Sum *per Ton per Mile* not exceeding One Halfpenny; and if drawn or propelled by an Engine belonging to the Company a further Sum *per Ton per Mile* not exceeding One Halfpenny:

Class 5. And for every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than Four Tons, for the Use of the Railway not exceeding Fourpence *per Ton per Mile*; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company an additional Sum *per Ton per Mile* not exceeding One Penny; and if drawn or propelled by an Engine belonging to the Company a further Sum *per Ton per Mile* not exceeding One Penny.

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

Class 6. For every Horse, Mule, or Ass, for the Use of the Railway *per Mile* not exceeding Threepence; 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 drawn or propelled by an Engine belonging to the Company a further Sum *per Mile* not exceeding One Penny:

Class 7. For every Ox, Cow, Bull, or Neat Cattle, for the Use of the Railway *per Mile* not exceeding One Penny Halfpenny; and if conveyed in or upon any Carriage belonging to the Company an additional Sum *per Mile* not exceeding One Farthing; and if in a Carriage drawn or propelled by an Engine belonging to the Company a further Sum *per Mile* not exceeding One Farthing:

[Local.]

38 A

Class

The Hadlow Railway Act, 1863.

Class 8. For every Calf or Pig, for the Use of the Railway *per* Mile not exceeding One Halfpenny; and if conveyed upon any Carriage belonging to the Company an additional Sum *per* Mile not exceeding One Farthing; and if drawn or propelled by an Engine belonging to the Company a further Sum *per* Mile not exceeding One Farthing:

Class 9. For every Sheep, Lamb, or other small Animal, for the Use of the Railway *per* Mile not exceeding One Farthing; and if conveyed in or upon any Carriage belonging to the Company an additional Sum *per* Mile not exceeding One Farthing; and if in a Carriage drawn or propelled by an Engine belonging to the Company a further Sum *per* Mile not exceeding One Farthing:

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

For every Person conveyed in or upon any Carriage, for the Use of the Railway *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company an additional Sum *per* Mile not exceeding One Halfpenny; and if drawn or propelled by an Engine belonging to the Company an additional Sum *per* Mile not exceeding One Halfpenny.

Maximum
Tolls for
Passengers.

29. The maximum Rates of Charges 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 Threepence *per* Mile:

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

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

Maximum
Tolls for
Goods.

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

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

For

The Hadlow Railway Act, 1863.

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

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

For the Matters mentioned in Class 4, not exceeding Fourpence *per*
Ton *per* Mile :

For any Carriage mentioned in Class 5, not exceeding Sixpence *per*
Ton *per* Mile :

For every Animal mentioned in Class 6, not exceeding Fourpence *per*
Mile :

For every Animal mentioned in Class 7, not exceeding Twopence *per*
Mile :

For every Animal mentioned in Class 8, not exceeding Three Far-
things *per* Mile :

For every Animal mentioned in Class 9, not exceeding One Halfpenny
per Mile.

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

32. The following Provisions and Regulations shall be applicable to the fixing of the Tolls and Rates of Charge to be taken by the Company ; Regulation respecting Tolls.
(that is to say,)

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

For a Fraction of a Mile beyond Three Miles, or beyond any greater Number of Miles, the Company may demand with respect to Passengers, Tolls, and Charges as for One Mile ; and with respect to Animals, Minerals, and Goods, Tolls in proportion to the Numbers of Quarters of a Mile contained in such Fraction, and for this Purpose a Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile :

For a Fraction of a Ton the Company may demand Toll according to the Numbers of Quarters of 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, and Ash, and
Fifty

The Hadlow Railway Act, 1863.

Fifty Cubic Feet of any other Timber, shall be deemed One Ton, and so in proportion for any smaller Quantity.

Tolls for
small Parcels
and single
Articles of
great
Weight.

33. With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act the Company may lawfully demand Tolls not exceeding the following; (that is to say,)

For the Carriage of small Parcels the Company may demand for Parcels not exceeding Seven Pounds in Weight any Sum not exceeding Threepence;

For Parcels exceeding Seven Pounds and not exceeding Fourteen Pounds, any Sum not exceeding Fivepence;

For Parcels exceeding Fourteen Pounds, and not exceeding Twenty-eight Pounds, any Sum not exceeding Sevenpence;

For Parcels exceeding Twenty-eight Pounds, and not exceeding Fifty-six Pounds, any Sum not exceeding Ninepence;

And for Parcels exceeding Fifty-six Pounds, and less than Five hundred Pounds, the Company may demand any Sum which they may 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 Terms shall apply only to single Parcels or separate Packages:

For the Carriage of any one Boiler, Cylinder, or single 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 Fivepence *per Ton per Mile*; and if conveyed in or upon a Carriage provided by the Company a further Sum not exceeding Threepence *per Ton per Mile*; and if propelled by an Engine belonging to the Company a further Sum not exceeding Threepence *per Ton per Mile*:

For the Carriage of any 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.

34. Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twenty 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.

35. The

The Hadlow Railway Act, 1863.

35. The Restriction as to the Charge to be made for Passengers shall not extend to any Special Trains 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.

Special
Trains.

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

Company
may take
increased
Charges by
Agreement.

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

Interest or
Dividend not
to be paid on
Calls paid up.

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

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

39. Nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made, or the Company, from the Provisions of any General Act relating to Railways, or the better or more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act or of the Rates for small Parcels.

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

[Local.]

38 B

40. All

The Hadlow Railway Act, 1863.

Expenses of
Act.

40. All the Costs, Charges, and Expenses of applying for and obtaining this Act and in any way incidental thereto shall be paid by the Company.

LONDON:

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