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## Cap. clxxxiv.

An Act to extend the Time for the Completion of Part of the Undertaking of the *Sevenoaks, Maidstone, and Tunbridge* Railway Company.

[12th August 1867.]

**W**HEREAS by "The *Sevenoaks* Railway Act, 1859," a 22 & 23 Vict. c. lxxv.  
 Company (in this Act called "the Company") was incorporated by the Name of "The *Sevenoaks* Railway Company," and was authorized to make a Railway (in this Act called "the original Line") commencing by a Junction with the Line of Railway authorized by "The *East Kent* Railway (Western Extension) Act, 1858," in the Parish of *Sutton-at-Hone* in the County of *Kent*, and terminating in the Parish of *Sevenoaks* in the same County: And 25 & 26 Vict. c. clxvi.  
 whereas by "The *Sevenoaks, Maidstone, and Tunbridge* Railway Act, 1862," in this Act called "the Second Act," which received the Royal Assent on the Seventeenth Day of *July* One thousand eight hundred and sixty-two, the Name of the Company was changed, and they were directed to be styled "The *Sevenoaks, Maidstone, and Tunbridge* Railway Company:" And whereas by the Second Act (Sections Six, Seven, Eight, and Nine) the Company are authorized to make and maintain Railways (Number 1 and Number 2) from the original Line to *Maidstone*, and a Junction Railway to connect the original Line with a Railway (Number 1) authorized by "The

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*Sevenoaks, Maidstone, and Tunbridge Railway Act, 1867.*

*South-eastern Railway (Tunbridge and Dartford Lines, &c.) Act, 1862,* and upon the passing of the last-mentioned Act their Powers for the Construction of the Railways in the Second Act, described as Railway Number 3, Railway Number 4, and Railway Number 5, ceased; And whereas the Second Act (Section Thirty-four) limited the Time for the Completion of the Railways thereby authorized to Five Years from the passing of that Act: And whereas it is expedient that for the Purposes of the said Railways Number 1 and Number 2, authorized by the Second Act, and the Works connected therewith, the Time so limited be extended: And whereas the Objects 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 all Purposes as "*Sevenoaks, Maidstone, and Tunbridge Railway Act, 1867.*"

Part II. of 26 & 27 Vict. c. 92. and Part III. of 26 & 27 Vict. c. 118. incorporated, &c.

**2.** Part II. (relating to Extension of Time) of "*The Railways Clauses Act, 1863,*" is incorporated with this Act, and Part III. (relating to Debenture Stock) of "*The Companies Clauses Act, 1863,*" is incorporated with this Act, and (until the Union authorized by the *Sevenoaks, Maidstone, and Tunbridge Railway Act, 1864,* of the Company's Two Undertakings) that Part III. and also the Sections of this Act relating to Debenture Stock shall have a separate Application with respect to the Company's original Undertaking (authorized by the *Sevenoaks Railway Act, 1859,*) and the Monies which they have been authorized to borrow on the Security thereof, and with respect to their Undertaking under the Second Act (being the Extension Railways Number 1 and Number 2, and the said Junction Railway), and the Monies which they have been authorized to borrow in respect thereof, and shall, after the Union, apply to the consolidated Undertaking and the Mortgage Debt charged thereon, and Monies authorized to be borrowed on the Security thereof.

Extending Time for Completion of Railways.

**3.** For the Purposes of the Railway Number 1 and the Railway Number 2, authorized by the Second Act, and the Works connected therewith, the Powers by that Act given for the Construction of the Railways thereby authorized may be exercised within Three Years, but not after the Expiration of Three Years, from the passing of this Act; but this Act shall not extend the Time now limited for the compulsory Purchase of any Lands.

Penalty for Non-completion of Railways.

**4.** The Section numbered 35 of the Second Act (providing for the Suspension of Dividends on the ordinary Capital of the Company in case

*Sevenoaks, Maidstone, and Tunbridge Railway Act, 1867.*

case of the Noncompletion of the Railways Number 1 and Number 2) is hereby repealed; and (in lieu thereof) if either of those Railways be not completed and opened for public Traffic within the Period by this Act allowed for the Construction 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 the Railway shall be completed and opened for public Traffic; but no such 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 Railway by unforeseen Accident or Circumstances beyond their Control; but the Want of sufficient Funds shall not be held to be a Circumstance beyond their Control.

5. The Company may create and issue Debenture Stock, and the prescribed Rate of Interest is Five Pounds *per Centum per Annum*.

Power to create Debenture Stock.

6. The Company shall not, out of any Money by any Act relating to the Company authorized to be raised for the Purpose of such Act, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament for the Time being in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any Railway, or to execute any other Work or Undertaking.

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

7. Nothing in this Act shall exempt the Railways by the recited Acts authorized, or the Company, 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, nor from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, or of the Tolls for small Parcels, authorized by this Act or the recited Acts.

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

8. The Costs, Charges, and Expenses of and attending the passing of this Act and incidental thereto shall be paid by the Company.

Expenses of Act.

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