



CHAPTER 1.

An Act for making a railway in the parishes of Beckenham, Wickham otherwise West Wickham, and Hayes, in the county of Kent; and for other purposes.

A.D. 1880.

[9th July 1880.]

WHEREAS the making and maintaining of the railway herein-after described would be of public and local advantage :

And whereas the several persons in this Act named, with others, are willing at their own expense to carry the undertaking into execution on being incorporated into a company for the purpose :

And whereas it is expedient that the Company incorporated by this Act (herein-after called "the Company"), and any company or persons for the time being working or using the railway of the Company, or any part or parts thereof, should be authorised to run over, work, and use the portion of railway and station herein-after in that behalf mentioned :

And whereas it is expedient that the Company on the one hand, and the South-eastern Railway Company (herein-after called the South-eastern Company) on the other hand, should be empowered to enter into and carry into effect working and other agreements as herein-after provided :

And whereas plans and sections showing the lines and levels of the railway authorised by this Act, and also books of reference containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act, were duly deposited with the clerk of the peace for the county of Kent, and are herein-after respectively referred to as the deposited plans, sections, and books of reference :

And whereas the purposes of this Act 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

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Short title. 1. This Act may be cited as the West Wickham and Hayes Railway Act, 1880.

Incorporation of Acts.
8 & 9 Vict.
c. 16.
26 & 27 Vict.
c. 118.
8 & 9 Vict.
c. 18.
23 & 24 Vict.
c. 106.
32 & 33 Vict.
c. 18.
8 & 9 Vict. §
c. 20.
26 & 27 Vict.
c. 92.
Interpretation of terms.

2. The Companies Clauses Consolidation Act, 1845, Part I. (relating to cancellation and surrender of shares) and Part III. (relating to debenture stock) of the Companies Clauses Act, 1863, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, 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, are (except where expressly varied by this Act) incorporated with and form part of this Act.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Company" means the Company incorporated by this Act; the expressions "the railway" and the "undertaking" mean respectively the railway and the undertaking by this Act authorised; and for the purposes of this Act the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partially incorporated herewith, shall be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt, and not a debt or demand created by statute.

Incorporation of Company.

4. Colonel John Farnaby Lennard, Charles Emanuel Goodhart, Alexander Beattie, and all other persons and corporations who have already subscribed to or shall hereafter become proprietors in the undertaking, and their executors, administrators, successors, and assigns respectively, shall be and are hereby united into a Company for the purpose of making and maintaining the railway, and for other the purposes of this Act, and for those purposes shall be and are hereby incorporated by the name of "The West Wickham and Hayes Railway Company," and by that name shall be a body corporate with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property for the purposes of this Act.

Power to make railway.

5. Subject to the provisions of this Act, the Company may make and maintain, in the lines and according to the levels shown on the deposited plans and sections, the railway herein-after described, with all proper bridges, viaducts, stations, sidings, approaches, junctions,

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roads, yards, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for that purpose. The railway herein-before referred to and authorised by this Act is wholly situate in the county of Kent, and is,—

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A railway 3 miles 2 furlongs and 9 chains in length, commencing in the parish of Beckenham by a junction with the South-eastern Railway at a point 175 yards or thereabouts (measured along the line) south-west of a bridge which carries the public road over the railway at Elmers End Station, and terminating 40 yards or thereabouts south of the public road leading from Pickhurst to Hayes.

6. The capital of the Company shall be eighty-five thousand pounds in eight thousand five hundred shares of ten pounds each.

Capital.

7. The Company shall not issue any share created under the authority of this Act, nor shall any such share vest in the person or corporation accepting the same, unless and until a sum not being less than one fifth of the amount of such share is paid in respect thereof.

Shares not to be issued until one fifth paid.

8. One fifth of the amount of a share shall be the greatest amount of a call, and three months at least shall be the interval between successive calls, and three fourths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Calls.

9. If any money is payable to a shareholder being a minor, idiot, or lunatic, the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Receipt in case of persons not sui juris.

10. The Company may from time to time borrow on mortgage any sum not exceeding in the whole twenty-eight thousand three hundred pounds; but no part thereof shall be borrowed until the whole capital of eighty-five thousand pounds is issued and accepted, and one half thereof is paid up, and the Company 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 the whole of such capital has been 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 in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such capital was issued bonâ fide and is held by the persons or corporations to whom the same was issued, or their executors, administrators, successors, or assigns, and that

Power to borrow on mortgage.

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Appoint-
ment of a
receiver.

11. The mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver. In order to authorise the appointment of a receiver in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than three thousand pounds in the whole.

Debenture
stock.

12. The Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863; but, notwithstanding anything therein contained, the interest of all debenture stock at any time created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Application
of moneys.

13. All moneys raised under this Act, whether by shares, debenture stock, or borrowing, shall be applied for the purposes of this Act only.

First
ordinary
meeting.

14. The first ordinary meeting of the Company shall be held within six months after the passing of this Act.

Number of
directors.

15. The number of the directors shall be three.

Qualification
of directors.

16. The qualification of a director shall be the possession in his own right of not less than forty shares.

Quorum.

17. The quorum of a meeting of directors shall be two.

First
directors.

18. Colonel John Farnaby Lennard, Charles Emanuel Goodhart, and Alexander Beattie shall be the first directors of the Company, and shall continue in office until the first ordinary meeting held after the passing of this Act. At that meeting the shareholders present in person or by proxy may either continue in office the directors appointed by this Act, or any 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, if qualified, eligible for re-election; and at the first ordinary meeting to be held in every year after the first ordinary meeting, the shareholders present in person or by proxy shall elect persons to supply the places of the directors then retiring from office, agreeably to the

Election of
directors.

provisions of the Companies Clauses Consolidation Act, 1845; and the several persons elected at any such meeting, being neither removed nor disqualified, nor having died or resigned, shall continue to be directors until others are elected in their stead in manner provided by the same Act. A.D. 1880.

19. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, shall not exceed two acres. Lands for extra-ordinary purposes.

20. 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 three years from the passing of this Act. Period for compulsory purchase of lands.

21. The authority to construct and maintain the railway shall be subject to the observance and fulfilment by the Company of the following conditions and restrictions, and to the construction previously to the opening of the railway for public traffic of the works herein-after mentioned: Protection of Beckenham Local Board.

1. Where the railway crosses the public footpaths passing through the properties numbered 29, 37, and 38 respectively on the deposited plans in the parish of Beckenham, arches or tunnels shall be constructed through the embankment, such arches or tunnels to be not less than seven feet in height for the whole width, and six feet six inches in width, with a corrugated iron roof or ceiling:
2. The bridge for carrying the Croydon Road over the railway shall be constructed of a width of not less than thirty-five feet between the parapets, and the approaches on each side of the bridge shall be of the same width, and not steeper than one in thirty:
3. Each of the bridges for carrying the railway over the roads numbered respectively 26, 46, and 61 on the deposited plans in the parish of Beckenham shall be not less than forty feet wide between and measured at right angles to the abutments, and the headway or height of the arch or girder shall in each case be at least sixteen feet clear for the whole of such forty feet, and the railway for a distance on each side of the bridges shall be efficiently screened in such a manner as to minimise the risk of accidents from horses being frightened by passing trains:
4. The face girders of the said bridges for carrying the railway over the roads before mentioned shall be screened towards the highway in each case by panelled timber framing of a minimum height of six feet:

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5. No part of the public road numbered 45 on the deposited plans shall be taken or diverted for the purposes of the railway, and the only work erected on or over the said road shall be a bridge of the same character as the bridges to be constructed over the before-mentioned roads numbered respectively 26, 46, and 61 on the said plans, and no other works shall be carried out on or over the said road numbered 45, unless with the consent in writing of the Beckenham Local Board :
6. Efficient provision shall be made by the construction of culverts or otherwise for conveying surface water under the railway embankment and bridges :
7. The works in this section mentioned or referred to shall be properly constructed and for ever after maintained by the Company at their own expense.

For protection of owner of Eden Park Estate.

22. For the protection of William Rudd Mace, or other the owner for the time being of the Eden Park Estate at Beckenham, in the county of Kent, the following provisions shall have effect; that is to say,

1. The Company shall make and construct two approaches or openings through the embankment of the railway, one of such openings to be made at or about seven furlongs from the point of commencement, and the other at or about nine furlongs from such point of commencement, each of which openings shall be of the clear span of forty feet, and shall be constructed as iron girder bridges, so as to afford access to and from that portion of the Eden Park Estate next Elmers End Lane to and from the other land of the said William Rudd Mace in rear of the said embankment, and shall trim, soil, plant, and sow with grass seed the said embankment on both sides thereof throughout so much of the said embankment as shall be made through Eden Park Estate aforesaid, and shall also fence the same on both sides with continuous iron fencing :
2. The line of railway, where it passes through the Eden Park Estate, shall, if and so far as may be reasonably practicable within the limits of deviation shown on the deposited plans, be set back three hundred feet from Elmers End Lane aforesaid.

Power to take easements, &c. by agreement.

23. Persons empowered by the Lands Clauses Consolidation Act, 1845, to sell and convey or release lands, may, if they think fit, subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act, 1860, and of this Act, grant to

the Company any easement, right, or privilege, not being an easement of water, required for the purposes of this Act, in, over, or affecting any such lands; and the provisions of the said Acts with respect to lands and rentcharges, so far as the same are applicable in this behalf, shall extend and apply to such grants, and to such easements, rights, and privileges as aforesaid respectively.

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24. Whereas, pursuant to the standing orders of both Houses of Parliament, and to an Act of the ninth year of the reign of Her present Majesty, chapter twenty, a sum of four thousand and seventy-five pounds fifteen shillings and ninepence three pounds per centum consolidated Bank annuities, being equal to five per centum upon the amount of the estimate in respect of the railway, has been deposited with the Chancery Division of the High Court of Justice in England in respect of the application to Parliament for this Act, which sum is referred to in this Act as the deposit fund: Be it enacted, that, notwithstanding anything contained in the said Act, the said deposit fund shall not 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, which persons, survivors or survivor, are or is in this Act referred to as the depositors, unless the Company shall, previously to the expiration of the period limited by this Act for completion of the railway, open the same for the public conveyance of passengers: Provided that if within such period as aforesaid the Company open any portion of the railway for the public conveyance of passengers, then, on the production of a certificate of the Board of Trade, specifying the length of the portion of the railway opened as aforesaid, and the portion of the deposit fund which bears to the whole of the deposit fund the same proportion as the length of the railway so opened bears to the entire length of the railway, the Chancery Division shall, on the application of the depositors, or the majority of them, order the portion of the deposit fund specified in the certificate to be paid or transferred to them, or as they shall direct, and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified, and it shall not be necessary to produce any certificate of this Act having passed, anything in the above-mentioned Act to the contrary notwithstanding.

Deposit money not to be repaid except so far as railway is opened.

25. If the Company do not, previously to the expiration of the period limited for the completion of the railway, complete the same and open it for the public conveyance of passengers, then and in every such case the deposit fund, or so much thereof as shall not

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Period for
completion
of works.

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

Tolls for
passengers,
animals, and
goods.

27. The Company may demand and take in respect of the use of the railway any tolls not exceeding the following; (that is to say,)

In respect of passengers and animals conveyed on the railway:

For any person threepence per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of one penny per mile:

Class 1. For any horse, mule, or other beast of draught or burden, fourpence per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum per mile not exceeding one penny :

Class 2. For any ox, cow, bull, or head of neat cattle, three-pence per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum per mile not exceeding one penny :

Class 3. For any calf, pig, sheep, lamb, or other small animal, twopence per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum per mile not exceeding one halfpenny.

In respect of goods and minerals conveyed upon the railway :

Class 4. For all coals, culm, cinders, cannel, ironstone, iron ore, limestone, chalk, sand, slag, and clay (except fireclay), dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton per mile twopence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile of one halfpenny :

Class 5. For all coke, charcoal, pig iron, bar iron, rod iron, hoop iron, plates of iron, wrought iron, heavy iron castings, railway chairs, slabs, billets, and rolled iron, lime, bricks, tiles, slates, salt, fireclay, and stone, copper ore, lead ore, tin ore, antimony, and manganese, and all other ores, minerals, and semi-metals, per ton per mile threepence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile of one halfpenny :

Class 6. For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton per mile fourpence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile of one penny :

Class 7. For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton per mile sixpence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile of one penny :

For every carriage of whatever description, not being a carriage adapted and used for travelling on a railway, and not weighing more than one ton, conveyed on a truck or platform,

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sixpence per mile, and a sum of one penny halfpenny per mile for every additional quarter of a ton or fractional part of a quarter of a ton which any such carriage may weigh.

Tolls for
propelling
power.

28. The toll which the Company may demand for the use of engines for propelling carriages on the railway shall not exceed one penny per mile for each passenger or animal, or for each ton of goods, in addition to the several other tolls or sums by this Act authorised to be taken.

Regulations
as to tolls.

29. The following provisions and regulations shall apply to the fixing of all tolls and charges payable under this Act; (that is to say,)

For all passengers, animals, goods, or minerals conveyed on the railway for a less distance than three miles, the Company may demand tolls and charges as for three miles :

For a fraction of a mile beyond three miles, or beyond any greater number of miles, the Company may demand tolls and charges on animals, goods, and minerals 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 ; and in respect of passengers every fraction of a mile beyond an integral number of miles shall be deemed a mile :

For a 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 articles
of great
weight.

30. With respect to small parcels not exceeding five hundred pounds in weight, and single articles of great weight, notwithstanding anything in this Act, the Company may demand and take any tolls not exceeding the following ; (that is to say,)

For the carriage of small parcels on the railway :

For any parcel not exceeding seven pounds in weight, three-pence ;

For any parcel not exceeding fourteen pounds in weight, five-pence ;

For any parcel not exceeding twenty-eight pounds in weight, sevenpence; A.D. 1880.

For any parcel not exceeding fifty-six pounds in weight, ninepence;

And for any parcel exceeding fifty-six pounds, but not exceeding five hundred pounds in weight, the Company may demand any sum which they may think fit:

Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels; but that term shall apply only to single parcels in separate packages.

For the carriage of single articles of great weight on the railway:

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 such sum as they think fit, not exceeding sixpence per ton per mile:

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 with the carriage shall exceed eight tons, the Company may demand such sum as they think fit.

31. The maximum rate 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 for carriages and locomotive power, and every other expense incidental to such conveyance, shall not exceed the following; (that is to say,) Maximum rates for passengers.

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 halfpenny per mile.

32. The maximum rate of charge to be made by the Company for the conveyance of animals, goods, and minerals (except such small parcels and single articles of great weight as aforesaid) on the railway, including the tolls for the use of the railway, and for waggon or trucks and locomotive power, and for every other expense incidental to the conveyance (except a reasonable charge for loading and unloading goods at any terminal station in respect Maximum rate for animals and goods.

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For every animal in Class 1, fourpence per mile;

For every animal in Class 2, threepence per mile;

For every animal in Class 3, one penny per mile;

For everything in Class 4, one penny halfpenny per ton per mile;

For everything in Class 5, twopence per ton per mile;

For everything in Class 6, threepence per ton per mile;

For everything in Class 7, fourpence per ton per mile;

And for every carriage of whatever description, not being a carriage adapted and used for travelling on a railway, and not weighing more than one ton, conveyed on a truck or platform, per mile sixpence; and if weighing more than one ton, one penny halfpenny for every additional quarter of a ton or fractional part of a quarter of a ton which such carriage may weigh.

Passengers
uggage.

33. 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.

Terminal
station.

34. No station shall be considered a terminal station in regard to any goods conveyed on the railway, unless such goods have been received thereat direct from the consignor, or are directed to be delivered thereat to the consignee.

Foregoing
charges not
to apply to
special
trains.

35. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railway, in respect of which the Company may make such charges as they may think fit, but shall apply only to the ordinary and express trains appointed from time to time by the Company for the conveyance of passengers and goods upon the railway.

Company
may take
increased
charges
by agree-
ment.

36. Nothing in this Act shall prevent the Company from taking any increased charges, over and above the charges by this Act limited, for the conveyance of animals or goods of any description by agreement with the owners or persons in charge thereof, either by reason of any special service performed by the Company in relation thereto, or in respect to the conveyance of animals or goods other than small parcels by passenger trains.

37. The Company, and any company or persons for the time being working or using the railway of the Company, or any part or parts thereof, may run over, work, and use with their engines, carriages, and waggons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of traffic of every description, the portion of railway and station herein-after mentioned or some part or parts thereof; that is to say,

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Power to use
portion of
South-
eastern
Railway, &c.

So much of the South-eastern Railway as lies between the point of junction therewith of the railway by this Act authorised and the Elmer's End Station, including the said station; and all sidings, approaches, water, watering-places, buildings, works, and conveniences upon or connected with the said portion of railway and station; and as regards traffic conveyed by them the Company may demand and take the same tolls and charges upon and in respect of the said portion of railway and station as the South-eastern Company are entitled to take in respect of such portion of railway and station.

38. The terms, conditions, and regulations to be observed and fulfilled, and the tolls, charges, rent, or other consideration to be paid by the Company, or such other company or persons as afore-said, for and in respect of the use of the said portion of railway and station, and other works and conveniences, shall be such as are from time to time agreed upon between them and the South-eastern Company, or, failing such agreement, as may from time to time be determined by the Railway Commissioners on the application of any or either of the companies interested, and the costs of the arbitration shall be in their discretion, and the decisions of the said Commissioners shall be final and binding on all parties.

Terms for
use of rail-
way.

39. The Company on the one hand, and the South-eastern Company on the other hand, may, subject to the provisions of Part III. of the Railways Clauses Act, 1863, as amended or varied by the Regulation of Railways Act, 1873, from time to time enter into and carry into effect, vary, and rescind agreements with respect to the following purposes or any of them; that is to say,

Power to
enter into
working
agreements
with South-
eastern
Company.
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The working, use, management, and maintenance of their respective railways, stations, and works, or any part or parts thereof respectively:

The supply and maintenance, under any agreement for the respective railways being worked and used by the working company, of engines, stock, and plant, and the employment of officers and servants for the conduct of traffic on the respective

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railways, or any part thereof necessary for the purposes of such agreement :

The payments to be made and the conditions to be performed with respect to the matters aforesaid :

The management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways or stations of the contracting companies, or either of them :

The fixing, collection, payment, appropriation, apportionment, and distribution between the said companies of the tolls, rates, income, and profits arising from the respective railways and works of the contracting companies, or either of them, or any part thereof.

Tolls on
traffic con-
veyed partly
on railway
and partly
on South-
eastern
Railway.

40. During the continuance of any agreement to be entered into under the provisions of this Act between the Company and the South-eastern Company, the railways of the Company and of the South-eastern Company shall, for the purposes of short-distance tolls and charges, be considered as one railway ; and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railway and partly on the railways of the South-eastern Company for a less distance than three miles, tolls and charges may only be charged as for three miles ; and in respect of passengers, for every mile or fraction of a mile beyond three 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 three 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, animals, or goods partly on the railway and partly on the railways of the South-eastern Company.

Interest not
to be paid
on calls paid
up.

41. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him ; but nothing in this Act shall 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.

42. The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum which, by any standing order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

43. Nothing in this Act contained shall exempt the Company or the railway from the provisions of any general Act relating to railways, or the better and more impartial audit of the accounts of railway companies, now in force or which may hereafter pass during this or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the maximum rates of fares and charges, or of the rates for small parcels, authorised by this Act.

A.D. 1880.

Provision
as to general
Railway Acts.

44. 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.

Expenses of
Act.

