



CHAPTER cxvii.

An Act for making a railway from the Aylesbury and Buckingham Railway at Aylesbury to the Rickmansworth Extension Railway at Rickmansworth and for other purposes. A.D. 1881.
[18th July 1881.]

WHEREAS by the Rickmansworth Extension Railway Act 1880 43 & 44 Vict.
c. cxxxiv.
the Metropolitan Railway Company (in this Act called "the Company") were authorised to make the Rickmansworth Extension Railway from their Kingsbury and Harrow Railway to the town of Rickmansworth.

And whereas a railway from the Aylesbury and Buckingham Railway at Aylesbury to the said authorised extension railway in the parish of Rickmansworth would be of public advantage and it is expedient that the Company should be authorised to make such railway and that the Aylesbury and Buckingham Railway Company should have running powers over the same upon terms to be agreed upon between that company and the Company :

And whereas plans and sections describing the line situation and levels of the intended railway and books of reference to such plans containing the names of the owners or reputed owners lessees or reputed lessees and of the occupiers of the lands which may be taken for the purposes of this Act were duly deposited with the clerks of the peace for the counties of Buckingham and Hertford (which respectively are in this Act referred to as the deposited plans sections and books of reference) :

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) :—

1. This Act may be cited as the Aylesbury and Rickmansworth Railway Act 1881. Short title.

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Incorporation of general Acts.

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.
 8 & 9 Vict. c. 16.

26 & 27 Vict.
 c. 118.

Interpretation of terms.

Power to make railway.

2. The Lands Clauses Consolidation Acts 1845 1860 and 1869 the Railways Clauses Consolidation Act 1845 Part I. of the Railways Clauses Act 1863 relating to construction of a railway the provisions of the Companies Clauses Consolidation Act 1845 with respect to the several matters following (that is to say) the distribution of the capital of the Company into shares the transfer or transmission of shares the payment of subscriptions and the means of enforcing the payment of calls the forfeiture of shares for the nonpayment of calls the remedies of creditors of the Company against the shareholders the borrowing of money by the Company on mortgage or bond the conversion of the borrowed money into capital the consolidation of the shares into stock the general meetings of the Company and the exercise of the right of voting by the shareholders the making of dividends the giving of notices and the provision to be made for affording access to the special Act by all parties interested Parts I. II. and III. of the Companies Clauses Act 1863 relating respectively to cancellation and surrender of shares to additional capital and to debenture stock shall except where expressly varied by this Act be incorporated with and form part of this Act and the Acts and parts of Acts so incorporated are in this Act referred to as the incorporated Acts.

3. In this Act—

The several words and expressions to which meanings are assigned by the incorporated Acts shall have the same respective meanings ;

In the incorporated Acts for the purposes of this Act and in this Act—

The expression “superior courts” or “courts of competent jurisdiction” or any other like expression 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 ;

unless in any of the before-mentioned cases there is something in the subject or context repugnant to such construction.

4. Subject to the provisions of this Act the Company may from time to time make execute and maintain in the line and according to the levels shown on the deposited plan and section the railway described in this Act with all proper stations sidings approaches works and conveniences in connexion therewith and may from time to time enter on take and use such of the lands delineated on and described in the deposited plans and books of reference as they may require for the purpose of this Act.

5. The railway authorised by this Act is the following (that is to say):

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Description
of railway.

A railway twenty-one miles four furlongs and eight chains in length commencing in the parish of Aylesbury in the county of Buckingham by a junction with the railway belonging to the Aylesbury and Buckingham Railway Company and the Great Western Railway Company or one of them and terminating in the parish of Rickmansworth in the county of Hertford by a junction with the authorised Rickmansworth Extension Railway.

6. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 in connexion with the railway by this Act authorised shall not exceed eight acres.

Lands for
extra-
ordinary
purposes.

7. 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.

8. Whereas the railway by this Act authorised is laid out in close proximity to a certain stream leading to and working the Aylesbury Mill belonging to the Company of Proprietors of the Grand Junction Canal (herein-after called the canal company) in the parish of Aylesbury-with-Walton and also is intended to cross a certain other brook or stream belonging to the canal company in the same parish and the mill head of the said mill is also shown on the deposited plans and described in the deposited books of reference and may be taken or interfered with for the purposes of the Act and it is expedient that the following provisions shall be made in respect thereto.

Protection of
canal com-
pany.

Therefore be it enacted as follows—

(1.) The Company shall not deviate from the centre line of the railway as delineated on the deposited plans or otherwise construct any station buildings or other works so as to cross or interfere with the mill head or mill stream of the said Aylesbury Mill numbered on the said deposited plans 5 and 9 respectively in the said parish or the banks thereof without first diverting the same in such manner as to keep the same clear of the said railway station buildings and works of the Company and the Company shall make the diverted course of such mill head and stream in such position as shall be equally convenient as the present course for the purposes of the said mill and as shall be approved by the engineer for the time being of the canal company and of an uniform width and depth through-

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out of not less than the width and depth of the present stream at the widest and deepest part thereof shown on the deposited plans and the Company shall forthwith after the completion of any such diversion and at their own expense convey to and vest in the canal company the site of the diverted course of such mill head and mill stream in fee and the Company may thereupon subject to the other provisions of this Act enter upon and use for the purpose of the said railway the former site of such mill head and mill stream or such part thereof as they shall require but the Company shall not during the making of any such diversion obstruct impede or interfere with the full free and uninterrupted passage of water to the said mill along the said stream and mill head or the diversion thereof.

(2.) The Company shall not without the consent of the canal company as aforesaid alter the line or level of the brook or stream numbered on the deposited plans 58 in the said parish of Aylesbury-with-Walton and for the purpose of carrying the said railway over that brook or stream they shall construct and maintain a bridge or arch of brick stone or iron or any of those materials combined over the same of dimensions both as to span and headway over the usual water level of such brook of not less than the dimensions of the bridge by which the Aylesbury and Buckingham Railway is now carried over the same and in such manner as not to impede the passage of water along such brook or stream during the construction of such bridge or arch and to provide for the full free and uninterrupted passage of water along the same at all times thereafter.

(3.) The said bridge or arch over the last-mentioned brook or stream and any future repairs thereof and any diversion of the mill head and mill stream of the Aylesbury Mill as aforesaid shall so far as relates to the preservation of the full free and uninterrupted flow or passage of water along the said brooks streams and mill head and diversion be constructed and made according to plans and specifications to be submitted to and be subject to the reasonable approval of the engineer for the time being of the canal company previously to the commencement of such works and such works shall be commenced carried on and completed under the superintendence and to the reasonable satisfaction of such engineer whose reasonable expenses in respect of any superintendence under this section shall be paid by the Company And in case during the construction of the said bridge or arch over or the making of any diversion of the before-mentioned brooks streams and mill head respectively as

A.D. 1831.

aforesaid any obstruction shall be caused to the full and free passage of water along the same or any of them the Company shall under such superintendence and to such reasonable satisfaction as aforesaid remove such obstruction and if the said bridge or arch shall be imperfectly constructed or if at any time or times hereafter the same shall be out of repair or any obstruction to the full free and uninterrupted passage of water along the before-mentioned brooks streams and mill head or any of them shall be occasioned by the works of the Company and the Company shall not for fourteen days after notice thereof in writing shall have been given by the canal company to them or forthwith if the nature of the case shall require it sufficiently and effectually amend such construction or repair such bridge or arch or remove such obstruction as the case may be under such superintendence and to such satisfaction as aforesaid and complete same with all reasonable despatch the canal company may from time to time (but without prejudice to any other remedies which they may have) make good such construction perform such repairs or remove such obstruction as the case may require and the Company shall from time to time pay to the canal company within fourteen days after demand all the costs and expenses which may be incurred by them in and about the execution of any of the herein-before mentioned works or repairs.

9. And whereas the railway is intended to be made through part of the common or commonable land known as Chesham Bois Common, numbered on the deposited plans 14, in the parish of Chesham Bois, and through part of the common or commonable land known as Chorley Wood Common, numbered on the deposited plans 12, in the parish of Rickmansworth, be it enacted, that the following provisions with reference to those commons respectively shall have effect (that is to say) :—

Chesham
Bois and
Chorley
Wood Com-
mons.

1. In crossing Chesham Bois Common the railway shall be constructed so that the centre line thereof shall not be farther northward than the centre line as shown on the deposited plans, but southward may be anywhere within the limits of deviation shown upon the said plans, and the parts of the common severed by the railway shall be connected by means of a bridge over the railway having such dimensions as are prescribed by the fiftieth and fifty-first sections of the Railways Clauses Consolidation Act 1845 for a bridge carrying a turnpike road over the railway ;

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2. In crossing Chorley Wood Common the railway shall be constructed so that the centre line thereof shall not at any part be more than ten yards northward of the centre line as shown on the deposited plans, but southward may be anywhere within the limits of deviation shown upon the said plans, and the parts of the common severed by the railway shall be connected by a bridge ;
3. The Company shall not take or acquire under the powers of this Act more than three acres of Chesham Bois Common nor more than five acres of Chorley Wood Common ;
4. The Company shall appropriate and annex to the said commons so much of the land purchased by them under the powers of this Act as shall be equal in quantity to the land taken from the said commons respectively, and the lands so annexed shall for ever afterwards be deemed parts of the commons to which they are so respectively annexed, and subject to the same rights of common and other rights ;
5. The Company shall well and sufficiently fence round the lands so annexed to the said commons respectively, except where they join the commons, and shall remove all existing fences between those lands and the commons to which they are respectively annexed.

Protection of
Mr. J. W.
Birch.

10. For the protection of John William Birch of Rickmansworth Park in the county of Hertford and his heirs and assigns (herein referred to and included in the expression "the said John William Birch") the following provisions shall have effect that is to say : the Company shall not without the previous consent in writing of the said John William Birch enter upon take or use the lands shown on the deposited plans and thereon numbered 40 41 43 44 77 78 and 79 in the parish of Rickmansworth nor without the like consent erect any passenger station or offices to the eastward of the road shown on the said deposited plans and thereon numbered 65 in the said parish of Rickmansworth.

Protection
of Great
Western
Railway
Company.

11. It shall not be lawful for the Company to take any of the property numbered 16 25 26 42 and 62 in the parish of Aylesbury without the consent of the Great Western Railway Company save only for the purpose of making the railway and junction hereby authorised.

Inclination
of roads.

12. In altering for the purposes of this Act the roads next herein-after mentioned the Company may make the same of any inclina-

tions not steeper than the inclinations herein-after mentioned in A.D. 1881.
 connexion therewith respectively (that is to say) :—

No. on deposited Plan.	Parish.	Description of Road.	Intended Inclination.
148	Wendover -	Parish -	1 in 18 on one side and level on the other.
1	Great Missenden -		
44	Ditto -	Ditto -	1 in 12 on one side and level on the other.
7	Amersham -	Ditto -	1 in 12 on one side and level on the other.
15	Chenies -	Ditto -	1 in 12 on one side and level on the other.

13. The Company may make the arches of the bridges for carrying the railway over the roads next herein-after mentioned of any heights and spans not less than the heights and spans herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on deposited Plan.	Parish.	Description of Road.	Span.
10	Wendover - -	Parish - -	20 feet.
115	Ditto - -	Ditto - -	Ditto.
148	Ditto - -	Ditto - -	Ditto.
1	Great Missenden - -		
44	Ditto - -		
66	Ditto - -	Ditto - -	Ditto.
9	Little Missenden - -	Ditto - -	Ditto.
76	Great Missenden - -	Turnpike - -	30 feet.
46	Little Missenden - -	Parish - -	20 feet.
28	Amersham - -	Ditto - -	Ditto.
50	Ditto - -	Ditto - -	Ditto.
4	Chalfont St. Giles - -	Turnpike - -	30 feet.
11	Chenies - -		
34	Ditto - -	Parish - -	20 feet.
1	Rickmansworth - -		
17	Ditto - -	Ditto - -	Ditto.
80	Ditto - -	Turnpike - -	30 feet.

14. The Company may make the roadway over the bridges by which the following roads will be carried over the railway of such width between the fences thereof as the Company think fit not being

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A.D. 1881. less than the respective widths herein-after mentioned in connexion therewith respectively (that is to say):—

No. on Plan.	Parish.	Description of Roadway.	Width of Roadway.
15	Stoke Mandaville	Turnpike -	30 feet.
50	Wendover -	Parish -	20 "
95	Ditto -	Ditto -	20 "
119	Ditto -	Ditto -	20 "
23	Gt. Missenden -	Ditto -	20 "
3	Amersham -	Ditto -	20 "
7	Ditto -	Ditto -	20 "
40	Ditto -	Ditto -	20 "
59	Ditto -	Ditto -	20 "
15	Chenies -	Ditto -	20 "
80	Rickmansworth -	Turnpike -	30 "

Notice to be given of taking houses of labouring classes.

15. The Company shall not less than eight weeks before they take in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers make known their intention to take the same by placards handbills or other general notice placed in public view upon or within a reasonable distance from such houses and the Company shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that they have so made known their intention.

Company to procure accommodation for persons of labouring classes displaced.

16. Before displacing any person belonging to the labouring classes who may for the time be the occupier of any house or part of a house which the Company are by this Act authorised to acquire the Company shall (unless they and such person otherwise agree) procure sufficient accommodation elsewhere for such person: Provided always that if any question shall arise as to the sufficiency of such accommodation the same shall be determined by a justice and the Company may for the purpose of providing such accommodation appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase lands by agreement and may on any such lands erect labouring class dwellings and may let or otherwise dispose of such lands.

Power to take easements &c. by agreement.

17. 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. A.D. 1881.

18. If the Company fail within the period limited by this Act to complete the railway by this Act authorised they shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railway is completed and opened for public traffic or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the works of the railway and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act or by the Solicitor of Her Majesty's Treasury and in the same manner as the penalty provided in section three of the Railway and Canal Traffic Act 1854 and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name and with the privity of Her Majesty's Paymaster General on behalf of the Chancery Division of the High Court of Justice in the bank specified in such warrant or order and shall not be paid thereout except as herein-after provided but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening the railway by unforeseen accident or circumstances beyond their control. Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Penalty imposed unless the railway is opened within the time limited.

17 & 18 Vict. c. 31.

19. Every sum of money so recovered by way of penalty for the non-completion of the railway by this Act authorised shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of such railway or any portion thereof or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation shall have been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Chancery Division of the High Court of Justice may seem fit and if no such compensation shall be payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money

Application of penalty.

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A.D. 1881. recovered by way of penalty or such portion thereof as may not be required as aforesaid shall either be forfeited to Her Majesty and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Chancery Division of the High Court of Justice thinks fit to order on the application of the Solicitor of Her Majesty's Treasury and shall be carried to and form part of the Consolidated Fund of the United Kingdom or in the discretion of the Chancery Division of the said Court if the Company is insolvent and has been ordered to be wound up or a receiver has been appointed shall wholly or in part be paid or transferred to such receiver or to the liquidator or liquidators of the Company or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

Period for completion of works.

20. If the railway by this Act authorised and described on the deposited plans 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.

Railway to be part of Company's undertaking.

21. The railway authorised by this Act shall with respect to tolls rates and charges be deemed part of the Rickmansworth Extension Railway and in all other respects shall subject to the provisions of this Act be part of the undertaking of the Company.

Power to apply corporate funds to purposes of Act.

22. The Company may raise and apply to the purposes of this Act any money which they are authorised to raise by any other Act and which may not be required for purposes to which by that Act it is authorised to be applied.

Company may raise additional capital.

23. The Company may subject to the provisions of Part II. of the Companies Clauses Act 1863 raise any further capital not exceeding in the whole four hundred thousand pounds by the creation and issue at their option of new ordinary shares or stock or new preference shares or stock or wholly or partly by one or more of those modes respectively which shares or stock shall form part of the general capital of the Company.

Shares not to be issued until one fifth paid.

24. The Company shall not issue any share to be created under the powers of this Act nor shall any such share vest in the person accepting the same unless and until a sum not being less than one-fifth part of the amount of such share shall have been paid up in respect thereof.

Calls.

25. Twenty per centum on the amount of any share to be issued by the Company under the authority of this Act shall be the largest

amount of any call which may be made thereon, and there shall be an interval of not less than three months between any two successive calls and the Company shall not call up more than three fourths of a share in any year. A.D. 18 81.

26. The proprietors of any shares or stock to be issued by the Company under the authority of this Act shall be entitled to such number of votes in respect thereof as the nominal amount represented by such shares or stock would have entitled them to if the same had been original shares or stock of the Company. Votes of proprietors of new shares or stock.

27. Subject to the provisions of any Acts already passed by which the Company are authorised to raise capital by new shares or stock and to the provisions of this Act the Company may if they think fit raise by the creation and issue of new shares or stock of one and the same class all or any part of the aggregate capital which they are by such other Acts and this Act respectively authorised to raise by the creation and issue of new shares or stock. New shares or stock issued under this and other Acts of past or present sessions may be of same class.

28. If any money is payable to a holder of shares or stock in the Company who is a minor idiot or lunatic the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company. Receipt clause in case of persons not sui juris.

29. The Company in addition to any sums which they are authorised to borrow under other Acts of Parliament may from time to time borrow on mortgage any sums not exceeding in the whole one hundred and thirty-three thousand pounds but no part thereof shall be borrowed until the whole capital of four hundred 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 or the whole amount in the case of stock 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 such persons or corporations their executors administrators successors or assigns are legally liable for the same and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall Power to borrow.

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Priority of
existing
mortgages.

30. All mortgages granted by the Company in pursuance of the powers of any Act of Parliament before the passing of this Act and subsisting at the passing hereof shall during the continuance of such mortgages and as regards the undertaking comprised in and assigned by such mortgages and subject to the provisions of the Acts under which such mortgages were respectively granted have priority over all mortgages to be granted by virtue of this Act but nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Provisions of
43 & 44 Vict.
cc. clxvi.
and cxxxiv.
as to appoint-
ment of a
receiver
repealed.

31. The provisions of the Metropolitan Railway Act 1880 and of the Rickmansworth Extension Railway Act 1880 with respect to the appointment of a receiver for enforcing payment by the Company of arrears of interest or principal or principal and interest shall be and the same are hereby repealed but subject and without prejudice to any appointment of a receiver which may have been made or to the continuance of any proceedings which may have been commenced prior to the passing of this Act under any such provision.

Appoint-
ment of a
receiver.

32. 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 ten thousand pounds in the whole.

Debenture
stock.

33. 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 after the passing of this Act created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time after the passing of this Act granted by the Company and shall have priority over all principal moneys secured by such mortgages.

Application
of moneys.

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

Power for
Aylesbury
and Buck-
ingham

35. It shall be lawful for the Aylesbury and Buckingham Rail-
way Company to run over and use with their engines and carriages

the railway by this Act authorised or any part thereof and all stations works and conveniences connected therewith upon such terms and conditions as may be agreed upon between that company and the Company.

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Railway
Company to
run over
railway.

36. During the exercise of any running powers under this Act the railway of the Aylesbury and Buckingham Railway Company and the railway of the Company shall for the purpose 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 of the Aylesbury and Buckingham Railway Company and partly on the railway of the 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 of the Aylesbury and Buckingham Railway Company and partly on the railway of the Company.

Tolls on
traffic con-
veyed under
running
powers.

37. The Company shall not out of any money by this or any other 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.

Interest not
to be paid
on calls
paid up.

38. The Company shall not out of any money by this or any other 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.

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

39. Nothing in this Act contained shall exempt the railway by this Act authorised to be made 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

Provision as
to general
Railway Acts.

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— parcels authorised by this Act.

Expenses
of Act.

40. All costs charges and expenses of and incident to the pre-
paring for obtaining and passing of this Act or otherwise in relation
thereto shall be paid by the Company.

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