



ANNO VICESIMO & VICESIMO PRIMO

VICTORIÆ REGINÆ.

Cap. lx.

An Act for making a Railway from *Lewes* to
Uckfield, all in the County of *Sussex*.

[27th July 1857.]

WHEREAS the Construction of a Railway from the Branch Railway authorized by "The *Brighton, Lewes, and Hastings* Railway Act, *Keymer* Branch, 1845," in the Parish of *Hamsey*, near to *Lewes* in the County of *Sussex*, to the Town of *Uckfield* in the same County, would be of great public and local Advantage: And whereas the Persons herein-after named, with others, are willing, at their own Expense, to carry such Undertaking into execution, and are desirous of being incorporated into a Company for that Purpose: And whereas it is expedient that the Company so to be incorporated, and the *London, Brighton, and South Coast* Railway Company (herein-after called "the *Brighton* Company"), should be empowered to enter into and carry into effect Contracts and Arrangements with reference to the Working, Maintenance, and Use of the intended Railway, and to the Traffic and Tolls arising thereon: And whereas the Purposes 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

8 & 9 Vict.
c. lii.

[*Local.*]

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and

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and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

8 & 9 Vict.
cc. 16. 18.
and 20. in-
corporated.

I. The several Acts of Parliament following, (that is to say,) "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act.

Short Title.

II. In citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "*Lewes and Uckfield Railway Act, 1857.*"

Subscribers
incorporated.

III. *Robert Willis Blencowe, Alexander Donovan, Burwood Godlee, John Ellman, Edward Monk, George Charles Dalbiac, William Kenward* the younger, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway herein-after mentioned, and for other the Purposes of this and the said incorporated Acts, and for such Purposes shall be incorporated by the Name of "*The Lewes and Uckfield Railway Company,*" and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said incorporated Acts contained.

Capital.

IV. The Capital of the Company shall be Fifty thousand Pounds, and the Money so to be raised shall be applied only in carrying into execution the Objects and Purposes of this Act.

Number and
Amount of
Shares.

V. The Number of Shares into which the said Capital shall be divided shall be One thousand Shares, and the Amount of each Share shall be Fifty Pounds.

Calls.

VI. Ten Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the 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 to be made in any One Year upon such Share.

Subscription
Contract to
be valid.

VII. The Subscription Contract which, pursuant to the Standing Orders of Parliament, was entered into with respect to the Undertaking authorized by this Act previously to the Commencement of the last Session of Parliament, shall be as valid and shall be construed as if this Act had been passed in the said last Session.

VIII. It

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- VIII. It shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of Sixteen thousand five hundred Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Fifty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up; and the Moneys so to be borrowed on Mortgage or Bond shall be applied only in carrying into execution the Objects and Purposes of this Act. Power to borrow on Mortgage.
- IX. The Number of Directors shall be Seven, and the Qualification of a Director shall be the Possession in his own Right of Ten Shares in the Undertaking. Number and Qualification of Directors.
- X. *Robert Willis Blencowe, Alexander Donovan, George Charles Dalbaic, Burwood Godlee, John Ellman, Edward Monk, and William Kenward* the younger shall be the First Directors of the Company. First Directors.
- XI. The Quorum of a Meeting of Directors shall be Three. Quorum.
- XII. The Newspapers in which Advertisements relating to the Affairs of the Company are to be inserted shall be some Newspaper published in the County of *Sussex*. Newspapers for Insertion of Advertisements.
- XIII. And whereas Plans and Sections of the intended Railway showing the Line and Levels thereof, and also Books of Reference containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and Occupiers of the Lands through which the same is intended to pass, or which may be required for the Purposes of the Undertaking, have been deposited with the Clerk of the Peace for the County of *Sussex*: Therefore it shall be lawful for the Company, subject to the Provisions in this Act and the Acts incorporated herewith contained, to make and maintain the said Railway in the Line and upon the Lands delineated on the said Plan, and described in the said Book of Reference, and according to the Levels defined on the said Sections, together with all proper Works and Conveniences connected therewith, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose. Power to make Railway according to deposited Plans.
- XIV. The Railway shall commence by a Junction with the before mentioned Branch of the *London, Brighton, and South Coast* Railway in the Parish of *Hamsey* in the County of *Sussex*, and shall terminate near the Town of *Uckfield* in the Parish of *Uckfield* in the County of *Sussex*. Description of Line.
- XV. The Railway hereby authorized to communicate with the Railway of the *Brighton* Company shall communicate therewith at the As to Junction with Keymer
the

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Branch
Railway.

the Point marked on the said Plans for such Communication, and not otherwise or elsewhere without the Consent in Writing of that Company; and all Communications between the Railway hereby authorized and the said Branch Railway of the *Brighton* Company shall be effected in a substantial and workmanlike Manner, by means of Connexion Rails and Points of the Construction and laid in the Manner most approved from Time to Time and to the reasonable Satisfaction of the Engineer for the Time being of the *Brighton* Company.

Provision as
to Expense
of Junction.

XVI. The Expense of the Communication hereby authorized with the said Branch Railway of the *Brighton* Company, and of all necessary Openings in the Rails thereof respectively, 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 watching, regulating, and adjusting the same, and the Passage of the Traffic there, shall be borne and paid by the Company; and all such Communications, Openings, and other Works shall not only be in the first instance made and done, but also shall from Time to Time be altered, amended, repaired, and maintained, to the reasonable Satisfaction of the Engineer for the Time being of the *Brighton* 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 *Brighton* Company, or impede, obstruct, or interfere with the free, uninterrupted, and safe Passage along their said Branch Railway; and the Control and Management of all such Communications, Openings, and other Works shall be and the same is hereby vested in the *Brighton* Company.

Not to inter-
fere with
Works, &c.
Property of
the *Brighton*
Company.

XVII. Notwithstanding anything in this Act contained, it shall not be lawful for the Company, or for any other Company, or any Persons acting under or in execution of this Act, without the Consent of the *Brighton* Company under their Common Seal, either permanently or temporarily to enter upon, take, or use any of the Lands or Property of the *Brighton* Company, or in any Manner to alter, vary, or interfere with their Railway or any of the Works appertaining thereto, saving only for the Purpose of constructing the Railway and effecting the Communication by this Act authorized.

Saving the
Rights of the
Brighton
Company.

XVIII. Except as in this Act otherwise expressed, nothing in this Act contained shall prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities of or vested in or belonging to the *Brighton* Company.

Lands for
extraordi-
nary Pur-
poses.

XIX. It shall be lawful for the Company to purchase for extraordinary Purposes, as defined in "The Railways Clauses Consolidation Act, 1845," by Agreement and not compulsorily, any Quantity of Land not exceeding Five Acres.

XX. It

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XX. It shall be lawful for the Company to construct the said Railway across and on the Level of the several Roads numbered on the Plans deposited as herein-before mentioned, as follows; (that is to say,)

In the Parish of *Barcombe*, the Roads numbered 23 and 24 respectively; and

In the Parish of *Isfield*, the Road numbered 30;

But not more than a double Line of Rails shall be laid by the Company across either of those Roads.

XXI. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the said Railway crosses the before-mentioned Roads on the Level, and the said Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Board of Trade; and if the said Company shall fail to erect or at all Times to maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the Crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

XXII. It shall be lawful for the Board of Trade, if it shall appear to them to be necessary for the public Safety, at any Time, either before or after the Railway hereby authorized to be carried across the said Roads on the Level shall have been completed and open for public Traffic, to require the Company, within such Time as the Board of Trade shall direct, and at the Expense of the Company, to carry the before-mentioned Roads either under or over the Railway by means of a Bridge or Arch, in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade best adapted for removing or diminishing the Danger arising from such level Crossing.

XXIII. The Road numbered 8 in the Parish of *Hamsey* on the Plans deposited as aforesaid shall be carried under the Railway, which shall be carried across and over that Road by means of a Bridge; and that Bridge shall be so constructed as to leave a clear Headway of not less than Thirteen Feet over the whole Width of the Road; and the Width of the Road under the said Bridge shall not be less than Twelve Feet, and the Descent made in the Road on

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either

Level
Crossings.

Company to
erect a Sta-
tion or Lodge
at the Points
of crossing,
and to abide
by Rules, &c.
of the Board
of Trade.

Board of
Trade may
require a
Bridge to be
erected in
lieu of Level
Crossings.

As to Con-
struction of
Bridge over
Road in the
Parish of
Hamsey.

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either Side of the said Bridge, in order to carry the same under such Bridge, shall not be steeper than One Foot in Twenty Feet; and proper Means shall be provided, and proper Drains and Passages made, by the Company for the effectual Drainage of the said Road.

Not to take
Lands of Sir
C. M. Burrell
for Purposes
of temporary
Occupation,
without
Consent.

XXIV. It shall not be lawful for the Company in the Execution of this Act to take or use any Portion of the Estate of Sir *Charles Merrik Burrell* Baronet in the Parish of *Hamsey* for the Purposes of temporary Occupation, without the Consent in Writing of the said Sir *Charles Merrik Burrell*, his Heirs and Assigns, first obtained for that Purpose, anything in this Act or the Acts herewith incorporated to the contrary notwithstanding.

Powers for
compulsory
Purchases
limited.

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

Period for
Completion
of Works.

XXVI. The Railway shall be completed within Four Years from the passing of this Act, and on the Expiration of that Period the Powers by this Act, or the said Acts incorporated herewith, granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall then be completed.

Provision as
to Money
deposited.

XXVII. 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 20, Exchequer Bills to the Amount of Three thousand five hundred Pounds, purchased for the Price or Sum of Three thousand five hundred Pounds, being more than One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act, have been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Exchequer Bills so deposited in respect of the Application for this Act, or the Interest or Dividends of such Exchequer Bills, shall not, except upon the Execution and Deposit of such Bond 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 by which the Payment of the said Sum was directed to be made, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway 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 Company have paid up One Half of the
Amount

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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 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 Exchequer Bills deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid or 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 Sum of Three thousand four hundred and fifty Pounds shall have been executed by the Company with One or more Sureties (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury) conditioned for paying to Her Majesty, Her Heirs or Successors, of the Sum of Three thousand four hundred and fifty Pounds if the Company shall not, within the Time limited for the Completion of the 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 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 (of which Fact a Certificate under the Hand of the said Solicitor shall be sufficient Evidence), or if, previously to the Expiration of the Period aforesaid, the Company shall either have opened the said Railway for the public Conveyance of Passengers, or shall have given such Proof as aforesaid (of which last-mentioned Fact a Certificate under the Hand of One of the Secretaries for the Time being of the Lords of the said Committee shall be sufficient Evidence), then and in either of the Three Cases aforesaid such Exchequer Bills, and the Interest or Dividends thereof, shall be paid or transferred 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, or the Executors or Administrators of such Survivor, and it shall not be necessary for that Purpose to produce any Certificate of this Act having passed, anything in the recited Act to the contrary notwithstanding; and the Moneys to be recovered upon such Bond shall be dealt with in like Manner as the said Exchequer Bills, and the Interest or Dividends thereof, would have been dealt

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dealt with under this Act if such Bond had not been executed and deposited as aforesaid.

Tolls for
Goods, &c.

XXVIII. With respect to Goods and Carriages conveyed upon the Railway, the Company may demand for the Use of the Railway, and for Carriages when supplied by them, any Tolls not exceeding the respective Tolls following; (to wit,)

For First-class Goods described in the Schedule to this Act, *per Ton per Mile* One Penny; and if conveyed in Carriages belonging to the Company, One Halfpenny *per Ton per Mile* in addition:

For Second-class Goods described in that Schedule, *per Ton per Mile* One Penny; and if conveyed in Carriages belonging to the Company, One Penny *per Ton per Mile* in addition:

For Third-class Goods described in that Schedule, *per Ton per Mile* Twopence; and if conveyed in Carriages belonging to the Company, One Penny *per Ton per Mile* in addition:

For Fourth-class Goods described in that Schedule, *per Ton per Mile* Threepence; and if conveyed in Carriages belonging to the Company, One Penny *per Ton per Mile* in addition:

For Fifth-class Goods described in that Schedule, *per Ton per Mile* Fourpence; and if conveyed in Carriages belonging to the Company, One Penny *per Ton per Mile* in addition:

For every Carriage, of whatever Description, having more than Two Wheels, not being a Carriage adapted and used for travelling on a Railway, carried or conveyed on a Truck or Platform not belonging to the Company, *per Mile* Fivepence; and if having only Two wheels, *per Mile* Fourpence; and if conveyed on a Truck or Platform belonging to the Company, One Penny *per Mile* in addition:

For all Goods not enumerated in the Schedule to this Act the Company may demand the same Tolls as for the Class to which such Goods are analogous:

Tolls for
Passengers
and Animals.

With respect to the Conveyance of Passengers and Animals upon the Railway, the Company may demand for the Use of the Railway and for Carriages when supplied by them any Tolls not exceeding the following; (to wit,)

With respect to the Conveyance of Passengers:

Class VI. For every Person conveyed in or upon any Carriage, *per Mile* Twopence; and if conveyed in or upon any Carriage belonging to the Company, One Halfpenny *per Mile* in addition:

With respect to the Conveyance of Animals:

Class VII. For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any Carriage, *per Mile* Fourpence; and if conveyed in or upon any Carriage belonging to the Company, One Penny *per Mile* in addition:

Class

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Class VIII. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any Carriage, *per* Mile One Penny; and if conveyed in or upon any Carriage belonging to the Company, One Halfpenny *per* Mile in addition:

Class IX. For every Calf, Pig, Sheep, or Lamb, or other small Animal conveyed in or upon any Carriage, *per* Mile One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, One Farthing *per* Mile in addition:

With respect to locomotive Engines and other moving Power supplied by the Company, the Company may demand, in addition to the other Tolls by this Act authorized, any Tolls not exceeding the following; (to wit,) Tolls for propelling Power.

For every Passenger or Animal, One Penny *per* Mile:

For all Goods and other Articles whatsoever, One Penny *per* Ton *per* Mile.

XXIX. The following Regulations shall be applicable to the fixing of the several Tolls and the maximum Rates of Charge to be taken by the Company; (to wit,) Regulations as to Tolls.

For all Goods and for all Passengers and Animals conveyed on the Railway by the Company, or in any Carriages belonging to the Company, for a less Distance than Four Miles, the Company may demand Tolls as for Four Miles:

For a Fraction of a Mile the Company may with respect to Goods and Animals demand Tolls for such Fraction in proportion to the Number of Quarters of Miles contained therein, and a Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile; and with respect to Passengers, every Fraction of a Mile shall be deemed a Mile:

For a Fraction of a Ton the Company may demand Toll 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 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 every greater Quantity:

With respect to all other Goods the Weight shall be determined according to the usual Avoirdupois Weight.

XXX. With respect to small Packages and single Articles of great Weight, the Company may, notwithstanding any Limitation by this Act of the Rate of Charges, demand the Tolls following: Tolls for small Parcels and Articles of great Weight.

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

If not exceeding Seven Pounds in Weight, Threepence:

If exceeding Seven but not exceeding Fourteen Pounds in Weight, Sixpence:

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If exceeding Fourteen but not exceeding Twenty-eight Pounds in Weight, Tenpence :

If exceeding Twenty-eight but not exceeding Fifty-six Pounds in Weight, One Shilling :

And for Parcels exceeding Fifty-six but not exceeding Five hundred Pounds in Weight the Company may demand any Sum they think fit :

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but that Term shall apply only to single Parcels in 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 Truck or Platform, exceeds Four Tons but does 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 Timber, Stone, Machinery, or other single Article, the Weight of which with the Carriage exceeds Eight Tons, the Company may demand such Sum as they think fit.

Passengers
Luggage.

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

Maximum
Charges for
Goods and
Animals.

XXXII. Provided always, That the maximum Rate of Charge to be made by the Company for the Conveyance of Goods and Animals, including the Tolls for the Use of the Railway, and of the Carriages when provided by the Company, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed for the several Articles comprised in the following Classes the following Sums ; (to wit,)

For First-class Goods described in the Schedule to this Act, Twopence *per Ton per Mile* :

For Second-class Goods described in that Schedule, Threepence *per Ton per Mile* :

For Third-class Goods described in that Schedule, Fourpence *per Ton per Mile* :

For Fourth-class Goods described in that Schedule, Fivepence *per Ton per Mile* :

For Fifth-class Goods described in that Schedule, Sixpence *per Ton per Mile* :

For

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For all Goods not enumerated in that Schedule, the maximum Rate hereby fixed for the Class analogous to such Goods :

For every Carriage, of whatever Description, having more than Two Wheels, and not being a Carriage adapted and used for travelling on a Railway, *per* Mile Fivepence Farthing ; and if having only Two Wheels, *per* Mile Fourpence Farthing :

For every Horse, Mule, or Ass, *per* Mile Fivepence :

For every Ox, Cow, Bull, or Neat Cattle, *per* Mile One Penny Halfpenny :

For every Calf or Pig, *per* Mile One Penny :

For every Sheep, Lamb, or other small Animal, *per* Mile One Farthing.

XXXIII. Provided also, That if any Person shall desire to hire or retain a separate Waggon or Truck for the Conveyance of Cattle or Sheep belonging to him, it shall not be lawful for the Company to charge any greater Sum, including all the Charges aforesaid, than Ninepence *per* Mile for every Waggon or Truck capable of containing conveniently Six Beasts of an ordinary Size, or Thirty Sheep.

Tolls for
separate
Cattle
Trucks.

XXXIV. Provided always, That the maximum Rate of Charges to be made by the Company for the Conveyance of Passengers, 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 ; (to wit,)

Maximum
Charges for
Passengers.

For every Passenger conveyed in a First-class Carriage, Twopence and Two Fifth Parts of a Penny *per* Mile :

For every Passenger conveyed in a Second-class Carriage, One Penny and Four Fifth Parts of a Penny *per* Mile :

For every Passenger conveyed in a Third-class Carriage, One Penny and One Fifth Part of a Penny *per* Mile.

XXXV. The Restriction as to the Rate of Charges for Passengers shall not extend to any Special Train required to be run upon the Railway, but shall apply only to the Express and Ordinary Trains appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway.

Restriction
as to Rates
not to apply
to Special
Trains.

XXXVI. The Company may, notwithstanding anything in this Act contained, take by Agreement with the Owner or Person in charge of any Goods or Animals for the Conveyance thereof (other than small Parcels) by Passenger Trains, or for the Conveyance of small Parcels by Express Trains, or by reason of any other special Service performed by the Company in relation thereto, any increased Charges above the Charges by this Act limited or authorized with respect to such Goods, Animals, and small Parcels respectively.

Power to
charge extra
for Animals
or Goods by
Agreement.

XXXVII. The

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Power for
the Company
and the
Brighton
Company to
enter into
working
Arrange-
ments.

XXXVII. The Company and the *Brighton* Company may from Time to Time enter into and carry into effect Agreements with respect to the following Purposes, or any of them; (that is to say,)

The Maintenance, Use, and working by the *Brighton* Company of all or any Part of the Railway, and the Works and Conveniences belonging thereto:

The Conveyance by the *Brighton* Company of the whole or any Part of the Traffic upon the Railway:

The Supply of any Rolling or Working Stock required for such Purposes:

The Management, Maintenance, and Repair of the Railway:

The Costs and Expenses of such Working, Management, Maintenance, and Repair:

The Forwarding, Interchange, and Transmission of any Passenger or other Traffic from, to, and along the Railway:

The Collection, Delivery, Regulation, and general Conduct of such Traffic:

The Collection, Division, and Appropriation between the said Companies of the Tolls arising from the Traffic upon their respective Railways, or any Part thereof respectively:

The Payment or Deduction of any Rent, periodical Remuneration, or other Consideration to be paid by either of the said Companies to the other of them by virtue of any such Agreement:

The Employment and Remuneration of Officers and Servants for the Purposes before mentioned.

Duration of
Agreement
to be ap-
proved by
Board of
Trade, but
not to affect
Persons not
Parties
thereto.

XXXVIII. Provided always, That any such Agreement shall not be for more than Ten Years, and no such Agreement shall have any Operation until the same shall have been approved of by such Majority of the Votes of the Shareholders of each Company as herein-after mentioned, and by the Board of Trade; and no such Agreement as aforesaid shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the said Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or any other Company; but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railway to which the said Agreement may relate upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as they would have been in case no such Agreement had been entered into.

Agreement
may be
renewed
with the
Approval of
the Board
of Trade.

XXXIX. At the Expiration or other sooner Determination of any such Agreement the said Companies, with such Consent in Special Meeting of the Shareholders of each of such Companies respectively as herein-after mentioned, and subject to the Approval of

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of the Board of Trade, may enter into a further Agreement for all or any of the Purposes aforesaid; provided that any such further Agreement shall not be for more than Ten Years, and that before such Companies shall enter into any such further Agreement as aforesaid they shall give Notice of their Intention to enter into such Agreement by Advertisement, in a Form to be approved of by the Board of Trade, inserted once in each of Two successive Weeks in some Newspaper published or circulating in each County in which any Part of the Railway or Railways to which such proposed Agreement relates is situated; and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Agreement, and desiring to object thereto, may bring such Objections before the Board of Trade, and no such Agreement shall be valid at Law or in Equity until the same shall have been approved of by the Board of Trade.

Public Notice to be given of such Intention.

Agreement inoperative until approved of.

XL. Provided always, That any such Contract or Agreement shall not have any Operation or Effect unless and until the same shall have been submitted to the Shareholders of each Company being or intended to be a Party thereto in Special Meeting assembled for that Purpose, and approved by at least Three Fifths of the Votes of the Shareholders present at such Meeting personally or by Proxy, and shall also have been approved by the Board of Trade upon Proof to their Satisfaction of the Assent of such Meetings.

Agreements not to take effect unless approved by Three Fifths of the Votes of the Shareholders.

XLI. Every such Meeting shall be convened by Advertisements inserted once in each of Two successive Weeks in a Morning Newspaper published in *London*, and in some Newspaper of the County in which the principal Office of each Company which may be or may be intended to be a Party to such Agreement shall be situate.

Meetings how to be convened.

XLII. Any such Agreement may be varied or determined by Consent of both the Parties thereto, but any such Variation or Determination shall not operate or take effect until approved by such Majority, as herein-before mentioned, of the Votes of the Shareholders in each Company being a Party to the Contract so to be varied or determined, and by the Board of Trade, in the Manner herein provided in the Case of any such further Contract or Agreement, Notice of any such intended Variation being also given previously to such Approval in manner aforesaid.

Contracts may be varied or rescinded.

XLIII. When and so long as any such Contract or Agreement shall be in force the Railway by this Act authorized and the Railways of the *Brighton* Company shall, in calculating Distances for the Purposes of the Tolls to be taken by the *Brighton* Company, be deemed One continuous Line of Railway.

Calculation of Tolls during Agreements.

[*Local.*]

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XLIV. It

Lewes and Uckfield Railway Act, 1857.

Interest not
to be paid
on Calls
paid up.

XLIV. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, 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 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.

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

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

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

XLVI. 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 to 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 and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, and of the Rates for small Parcels, authorized by this Act.

Expenses
of Act.

XLVII. All the Costs, Charges, and Expenses of and incidental to the obtaining of this Act and preparatory thereto shall be paid by the Company.

Lewes and Uckfield Railway Act, 1857.

The SCHEDULE referred to in this Act.

First Class.

Alkali.	Dung.	Malt.
Alum.	Eggs.	Meal.
Bark.	Flint.	Nitrate of Soda.
Bricks.	Flour.	Oil-cake in Casks.
Bones for Manure.	Fire Clay.	Potatoes.
Brooms and Broom Handles.	Fullers Earth.	Pollard.
Bran.	Guano.	Salt for Manure.
Chalk.	Grain.	Sand.
Coal.	Gas or Water Pipes.	Stone, Paving or Build- ing.
Coke.	Iron and Wood, not otherwise enumerated.	Slates.
Compost.	Lime.	Spelter.
Cement.	Lead.	Tiles.

Second Class.

Ale and Porter in Casks.	Iron, Hoop, Sheet, or Small Rod.	Salt.
Bacon.	Lard.	Saltpetre.
Butter in Casks.	Lead, White or Red.	Seed.
Cider.	Marble in Blocks.	Soap.
Charcoal.	Molasses.	Soda.
Copper.	Nails.	Steel.
Hair.	Paints.	Sugar, Raw.
Hemp.	Pitch.	Sulphur.
Hides.	Plaster.	Tallow.
Hops.	Rags.	Tar.
Hoofs.	Rice.	Tin Tubing.
Hoops.	Resin.	Vinegar.
Hop Poles.		Whiting.
		Wool.

Third Class.

Canvas.	Iron Castings, liable to Damage.	Rope.
Cordage.	Herrings, Dried.	Snuff.
Carpeting.	Leather	Spirits and Wines in Wood.
Earthenware.	Machinery.	Stationery.
Flax.	Mats.	Tow. -
Floor-cloth.	Mineral Waters.	Turpentine.
Fruit.	Oil in Casks.	Varnish.
Groceries.	Oil-cakes, Loose.	Veneers.
Hay.	Paper.	
Hardware.		

Fourth

Lewes and Uckfield Railway Act, 1857.

Fourth Class.

Agricultural Implements.	Drugs.	Woollens.
Bottled Liquors.	Fish.	Luggage.
Books.	Haberdashery.	Poultry, Dead.
Butter, Fresh.	Hosiery.	Tinned Ware.
Cork.	Joiners Work.	Wearing Apparel
China.	Silks.	Meat.
Drapery.	Linens.	Sugar, Refined.

Fifth Class.

Bonnets.	Hats.	Pictures and light Ar-
Carboys.	Musical Instruments.	ticles generally, per
Furniture.	Pianos.	Agreement.
Feathers.	Harps.	Poultry, Alive.
Glass.	Oil in Jars.	

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