



## CHAPTER ccxxvii.

An Act to authorise the Peckham and East Dulwich A.D. 1883.  
Tramways Company to construct new Tramways in the  
county of Surrey and for other purposes.

[25th August 1883.]

**W**HEREAS by the Peckham and East Dulwich Tramways  
Act 1882 (in this Act called "the Act of 1882") the  
Peckham and East Dulwich Tramways Company (in this Act called  
"the Company") was incorporated with a share capital of thirty  
thousand pounds and power to borrow on mortgage seven thousand  
five hundred pounds and were authorised to construct various street  
tramways :

And whereas it is expedient that the Company be authorised to  
construct the additional Tramways in this Act described and to raise  
further money for that purpose :

And whereas Plans and Sections showing the situation lines and  
levels of the Tramways authorised by this Act with a Book of  
Reference to the Plans have been duly deposited with the clerk of  
the peace for the county of Surrey and are hereinafter referred to  
as the deposited Plans Sections and Book of Reference.

And whereas the objects of this Act cannot be attained 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 :

1. This Act may be cited as the Peckham and East Dulwich Short title.  
Tramways (Extensions) Act 1883 :

2. The provisions of the Companies Clauses Consolidation Act Incorporation of  
1845 General

[Local.-227.]

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Acts.

A.D. 1883.

With respect to the distribution of the capital of the Company into shares :

With respect to the transfer or transmission of shares :

With respect to the payment of subscriptions and the means of enforcing the payment of calls :

With respect to the forfeiture of shares for non-payment of calls :

With respect to the remedies of creditors of the Company against the Shareholders :

With respect to the borrowing of money by the Company on mortgage or bond :

With respect to the conversion of the borrowed money into capital :

With respect to the consolidation of the shares into stock :

With respect to the making of dividends :

With respect to the giving of notices :

And with respect to the provision to be made for affording access to the special Act by all parties interested :

And Part I. (relating to the cancellation and surrender of shares) and Part II. (relating to additional capital) of the Companies Clauses Act 1863 as amended by the Companies Clauses Act 1869 and the Lands Clauses Consolidation Acts 1845 (except the provisions thereof with respect to the purchase and taking of lands otherwise than by agreement and with respect to the entry upon lands by the promoters of the undertaking) 1860 and 1869 and section 3 (interpretation of terms) section 19 (local authority may lease and take tolls) and Part II. (construction of tramways) and Part III. (general provisions) of the Tramways Act 1870 are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpreta-  
tion.

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 word "contingencies" in the Companies Clauses Consolidation Act 1845 section one hundred and twenty-two shall with reference to the Company be construed to include the contingency of the undertaking being sold to the local authority under the Tramways Act 1870 section forty-three at a sum less than the aggregate amount of the capital and debts of the Company.



4. Subject to the provisions of this Act and of Parts II. and III. of the Tramways Act 1870 the Company may make form lay down work use and maintain the Tramways hereinafter described in the lines and according to the levels shown on the deposited plans and sections and in all respects in accordance with those plans and sections with all proper rails plates works and conveniences connected therewith. The Tramways hereinbefore referred to and authorised by this Act are:—

A.D. 1883.  
Power to  
make  
Tramways.

Tramway (No. 2 on the deposited Plans) of which 4 furlongs 1·40 chains will be single line and 4·50 chains double line commencing in Bellenden road at a point opposite the north side of Choumert Street passing thence westward along Choumert Road Atwell Road Crowley Road and Brayard Road and terminating in Brayard Road at the corner of Kirkwood Road.

Tramway (No. 3 on the deposited Plans) of which 3 furlongs 3·05 chains will be single line and 6·50 chains double line commencing in Brayard Road at the termination of Tramway No. 2 as hereinbefore described and passing thence eastward along Kirkwood Road Kimberly Road Evelina Road and Hollydale Road and terminating in Hollydale Road at a point opposite the south-west corner of Cemetery Road.

Tramway (No. 4 on the deposited Plans) of which 4 furlongs 2·5 chains will be single line and 4·5 chains double line commencing in Bellenden Road at a point opposite the north side of Choumert Street passing thence southward along Bellenden Road Maxted Road Nutbrook Street Adys Road Ondine Road and Champion Hill Road and terminating in Champion Hill Road at a point 25 links to the south of the south-east corner of Ondine Road.

Tramway (No. 5 on the deposited Plans) of which 5 furlongs 8·40 chains will be single line and 9 chains double line commencing in Champion Hill Road at the termination of Tramway No. 4 as hereinbefore described passing thence southward along Champion Hill Road and terminating in Lordship Lane at the southerly end of the Crystal Palace Road by a junction with the tramway authorised by the Peckham and East Dulwich Tramways Act 1882 and therein described as Tramway No. 3.

5. The Company may from time to time apply towards any of the purposes of this Act to which capital is properly applicable any moneys which they have raised or may hereafter raise under any

Power to  
apply  
existing  
funds.

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*Tramways (Extensions) Act, 1883.*

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other Act or Acts and which may not be required for the purposes to which by the respective Acts such moneys are made applicable.

Power to raise additional capital.

6. The Company may from time to time raise by the creation and issue of new ordinary shares or new ordinary stock or (at the option of the Company) by either of those modes any further capital not exceeding in the whole thirty thousand pounds.

Shares not to issue until one-fifth paid up.

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 shall have been paid in respect thereof.

Calls.

8. One-fifth of the amount of a share shall be the greatest amount of a call and two months at least shall be the interval between successive calls.

Receipt clause in case of persons not sui juris.

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.

Power to borrow.

10. In addition to any sum which by any other Act or Acts they are authorised to borrow the Company may from time to time borrow on mortgage of the undertaking any further sum or sums not exceeding in the whole seven thousand five hundred pounds but no part of that sum shall be borrowed until the whole capital of thirty thousand pounds by this Act authorised 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 additional capital has been issued and accepted and that the half thereof has been paid up and that not less than one-fifth part of the amount of each separate share or the whole of the stock in such additional capital has been paid on account thereof before or at the time of the issue or acceptance thereof and that such additional 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 or 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 grant a certificate that the proof aforesaid has been given which shall be sufficient evidence thereof.

Company not to create debenture stock.

11. The Company shall not create debenture stock under this Act.



12. Every mortgage of the Company's undertaking shall be deemed to comprise all purchase-money which may be paid to the Company in the event of a compulsory sale to the local authority under section 43 of the Tramways Act 1870 and may comprise all or any monies carried to the contingency fund according to the terms of the mortgage.

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Mortgage to comprise purchase money paid on compulsory sale.

13. Every mortgage deed granted by the Company under this Act shall be endorsed with notice that such mortgage will not be a charge upon the Tramways or the Tramway undertaking in the event of the same being purchased by the local authority under the 43rd Section of the Tramways Act 1870.

Indorsement of notice of power of future purchase by Local Authority.

14. All mortgages granted by the Company before the passing of this Act and which shall be subsisting at the time of the passing of this Act shall during the continuance of such mortgages have priority over any mortgages to be granted by virtue of this Act.

Existing mortgages to have priority.

15. The provisions of all previous Acts relating to the Company for the appointment of a receiver are hereby repealed but without prejudice to any appointment heretofore made or proceedings pending.

Repealing provision of previous Acts for appointment of a receiver.

16. 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.

For appointment of a receiver.

17. All moneys borrowed or to be borrowed on mortgage under this Act or any other Act empowering the Company to borrow money on mortgage from the time when the same shall be advanced and the interest for the time being due thereon shall have priority against the Company and all the property from time to time of the Company over all other claims on account of any debts incurred or to be incurred or engagements entered into or to be entered into by them but nothing in this section shall affect any claim in respect of land acquired by the Company for the purposes of this Act or injuriously affected by the construction of the Tramways or by the exercise of any of the powers conferred upon the Company.

Money borrowed on mortgage to have priority.

18. All moneys raised under this Act whether by shares stock or borrowing shall be applied only for the purposes of this Act to which capital is properly applicable.

Application of moneys.

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Period for  
completion  
of works.

**19.** The Tramways shall be completed within two years from the passing of this Act and on the expiration of that period the powers by this Act granted to the Company for executing the same or otherwise in relation thereto shall cease to be exercised except as to so much thereof as shall then be completed.

Purchase of  
land by  
agreement.

**20.** The Company may from time to time purchase and acquire (by agreement) such land as they may require for their undertaking not exceeding in the whole one acre.

Power to  
take ease-  
ments &c.  
by agree-  
ment.

**21.** 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 rent charges 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.

Deposit  
money not  
to be re-  
paid except  
so far as  
Tramways  
are opened.

**22.** 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 nine hundred pounds consolidated three pounds per cent annuities being five per centum upon the amount of the estimate in respect of the Tramways 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 Tramways open the same for the public conveyance of passengers. Provided that if within such period as aforesaid the Company open any portion of the Tramways 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 Tramways 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 Tramways so opened bears to the entire length of the Tramways the Court 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.

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**23.** If the Company do not previously to the expiration of the period limited for the completion of the Tramways complete the same and open them for the public conveyance of passengers then and in every such case the deposit fund or so much thereof as shall not have been paid to the depositors shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the Tramways or any portion thereof 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 in England may seem fit and if no such compensation is payable or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the deposit fund 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 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 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. Provided that until the deposit fund has been repaid to the depositors or has become otherwise applicable as hereinbefore mentioned any interest or dividend accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

Application  
of deposit.

**24.** The Tramways by this Act authorised shall for the purposes of tolls and charges and for all other purposes be deemed to be part of the Tramways authorised by the Act of 1882 and the several provisions of that Act except so far as they may be inconsistent with

Applying  
provisions  
of Act of  
1882 as to  
tolls &c.

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A.D. 1883. any of the provisions of this Act or any Act or part of an Act incorporated herewith are incorporated with and form part of this Act.

Company not to carry animals and goods. **25.** The Company shall not carry on the Tramways any goods animals or other things other than passengers and passengers' luggage not exceeding the weight in that behalf mentioned in the Act of 1882 and small parcels.

Cheap fares for labouring classes. **26.** The Company at all times after the opening of the Tramways or any part or parts thereof for public traffic shall and they are hereby required to run at least one carriage or more if required each way every morning in the week and every evening in the week (Sundays Christmas Day and Good Friday always excepted) at such hours not being later than seven in the morning or earlier than six in the evening respectively as the Company think most convenient for artisans mechanics and daily labourers at such fares as may be from time to time fixed by the Board of Trade. Provided that in case of any complaint made to the Board of Trade of the hours appointed by the Company for the running of such carriages the said Board shall have power to fix and regulate the same from time to time.

Periodical revision of tolls. **27.** If at any time after three years from the opening for public traffic of the Tramways or any portion of the Tramways or after three years from the date of any order made in pursuance of this section in respect of the Tramways or any portion of the Tramways it is represented in writing to the Board of Trade by the road authority of any district in which the Tramways or such portion of the Tramways are or is wholly or partially situate or by twenty inhabitant ratepayers of any such district or by the Company that under the circumstances then existing all or any of the tolls and charges demanded and taken in respect of the traffic on the Tramways or on such portion of the Tramways should be revised the Board of Trade may (if they think fit) direct an inquiry by a referee to be appointed by the said Board in accordance with the provisions of the Tramways Act 1870 and if such referee report that it has been proved to his satisfaction that all or any of such tolls and charges should be revised the said Board may make an order in writing altering modifying reducing or increasing all or any of the tolls and charges to be demanded and taken in respect of the traffic on the Tramways or on such portion of the Tramways in such manner as they think fit and thenceforth such order shall be observed until the same is revoked or modified by an order of the Board of Trade made in pursuance of this section Provided always that the tolls and charges



prescribed by any such order shall not exceed in amount the tolls and charges by this Act authorised. A.D. 1883.

**28.** Subject to the provisions of this Act every Tramway to be made or laid down under this Act shall be constructed in a manner to be approved by the Board of Trade on a gauge of four feet eight and a half inches and shall be laid and maintained in such a manner that the uppermost surface of the rail shall be on a level with the surface of the street or road. Mode of formation of tramways.

**29.** In addition to the requirements of section 26 of the Tramways Act 1870 the Company shall at the same time as they give notice to the road authority of their intention to open or break up any road for the purpose of constructing laying down maintaining and renewing any of the Tramways lay before the Board of Trade a plan showing the proposed mode of constructing laying down maintaining and renewing such Tramways and a statement of the materials intended to be used therein and the Company shall not commence the constructing laying down maintenance and renewal of any of the Tramways or part of any of the Tramways respectively except for the purpose of necessary repairs until such plan and statement have been approved by the Board of Trade and after such approval the works shall be executed in accordance in all respects with such plan and statement and under the superintendence and to the reasonable satisfaction of the surveyor for the time being of the road authority as provided by section 26 of the said Act. Further provisions as to construction of Tramways.

**30.** The rails of the Tramways shall be such as the Board of Trade may approve. And the Board of Trade may from time to time upon the application of the local or road authority of any district in which any or any part of the Tramways are situate require the Company to adopt and apply such improvements in the Tramways including the rails thereof as experience may from time to time suggest having regard to the greater security of the public and advantage to the ordinary traffic and the Company shall with all reasonable despatch comply with any order made by the Board of Trade for the purpose of carrying out any such improvements. Company may be required to use improved form of rail.

**31.** The Tramways shall not be opened for public traffic until they have been inspected and certified to be fit for such traffic by the Board of Trade. Inspection by Board of Trade.

**32.** If and whenever after the passing of this Act any road authority alters the level of any road along or across which any part of the Tramways is laid the Company may and shall from time to time alter or (as the case may be) lay their rails so that the upper- Tramways to be kept on level of surface of road.



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A.D. 1883. most surface thereof shall be on a level with the surface of the road as altered.

Penalty for not maintaining rails and road in good condition.

**33.** The Company shall at all times maintain and keep in good condition and repair and so as not to be a danger or annoyance to the ordinary traffic the rails of the Tramways and of all other Tramways of the Company and the substructure upon which the same rest and if the Company at any time fail to comply with this provision or with the provisions of section 28 of the Tramways Act 1870 they shall be subject to a penalty not exceeding five pounds for every day on which such non-compliance continues and such penalty shall be a penalty within the meaning of section 56 of the said Act and the Tramways of the Company for the purposes of this section shall include any tramways purchased by the Company or taken on lease by them during the continuance of any such lease. In case it is represented in writing to the Board of Trade by the road authority of any district in which the Tramways or any portion thereof are or is situate or by twenty inhabitant ratepayers of such district that the Company have made default in complying with the provisions in this section contained or with any of the requirements of section 28 of the Tramways Act 1870 the Board of Trade may if they think fit direct an inspection by an officer to be appointed by the said Board and if such officer report that the default mentioned in such representation has been proved to his satisfaction then and in every such case a copy of such report certified by a Secretary or an Assistant-Secretary of the Board of Trade may be adduced as evidence of such default and of the liability of the Company to such penalty or penalties in respect thereof as is or are by this section imposed.

Special provision as to penalties for not maintaining tramways in good condition.

**34.** In addition to any other provisions of this Act the Company shall maintain and keep the Tramways by this Act authorised and all other Tramways belonging to or leased by the Company in good condition and repair to the satisfaction of the road authority and if the Company at any time fail to maintain and keep the same in good condition and repair to such satisfaction as aforesaid they shall for every such default be subject to a penalty not exceeding five pounds for every day on which such default continues and such penalty may be recovered in manner provided by the said section 56 of the Tramways Act 1870 but by the said road authority only.

Sewer authority to have access to sewers.

**35.** Every sewer authority shall at all times have free access to and communication with all their sewers and drains and power to lay lateral and private drains and pipes to communicate therewith without the consent or concurrence of the Company and the pro-



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visions contained in the thirty-second and thirty-third sections of the Tramways Act 1870 shall be applicable in the case of any sewer or private drain of or under the control of the sewer authority as if the same were a pipe for the supply of gas or water.

Traffic to be suspended during works of drainage.

**36.** If and whenever in the opinion of the Metropolitan Board of Works it shall be necessary or expedient for the purpose of constructing or altering any sewer or drain to interfere with any of the Tramways of the Company constructed under this or any other Act or the roadway in which the same shall be made the said Board may without any consent or concurrence on the part of the Company enter upon and interfere with such Tramways or roadway after having given except in case of emergency at least one month's previous notice in writing to the Company of their intention so to do and the Company shall during the execution of any such works either suspend the traffic upon such Tramways or make provision at their own expense for carrying on the same in a manner satisfactory to the engineer of the said Board so as not to interfere with any such work and shall have no claim for compensation against the said Board.

Additional crossings passing places &c. may be made where necessary.

**37.** The Company may subject to the provisions of this Act with the consent of the road authority from time to time make maintain alter and remove such crossings passing places sidings junctions and other works in addition to those particularly specified in and authorised by this Act as they find necessary or convenient for the efficient working of the Tramways or for providing access to any warehouses stables or carriage houses or works of the Company provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between it and the outside of the footpath on either side of the road if the owner or owners or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall by writing under their hand addressed to the Company express their objection thereto.

Temporary tramways may be made when necessary.

**38.** When by reason of the execution of any work affecting the surface or soil of the road along which any Tramway is laid it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of such Tramway or any part thereof the Company may with the consent of the road authority subject to such conditions and in accordance in all respects with such regulations as the road authority may from time to time make construct in the same or any adjacent road and with the like consent subject to the like conditions and in accordance



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with the like regulations maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the Tramway or part of the Tramway so removed or discontinued. If any difference arises between the Company and any road authority with respect to the reasonableness of any regulations or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section the same shall be settled in the manner specified in section 33 of the Tramways Act 1870 for the settlement of the differences in the said section mentioned.

Application  
of road  
materials  
excavated  
in construc-  
tion of  
works.

**39.** Any paving metalling or material excavated by the Company in the construction of the undertaking from any road under the jurisdiction or control of any road authority may be applied by the Company so far as may be necessary in or towards the reinstating of the road and the maintenance for six months after completion of any of the Tramways within the district of such road authority of so much of the roadway on either side of such Tramways as the Company are by section 28 of the Tramways Act 1870 required to maintain and the Company shall if so required deliver the surplus paving metalling or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority or to such person or persons as he may appoint to receive the same. Provided that if within seven days after the setting aside of the surplus arising from the excavation of any such paving metalling or material and notice duly given such surplus is not removed by such surveyor or by some other person or persons named by him for that purpose such surplus paving metalling or material shall absolutely vest in and belong to the Company and may be dealt with removed and disposed of by them in such manner as they may think fit. Any difference between the Company and any road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by the Tramways Act 1870 with respect to differences between the promoters and any road authority.

Company to  
pave portion  
of roadway.

**40.** The Company shall pave with such material as the road authority may require the whole width of the roadway in all cases where they construct passing places and also will pave with such materials as aforesaid on both sides where the width of the roadway is less than nine feet and six inches between the rails of the Tramway and the kerb of the footpath.

For pro-  
tection of  
Metropo-  
litan Board  
of Works.

**41.** Nothing in this Act contained shall extend or be construed to extend to alter abridge or take away any of the rights powers and privileges conferred upon the Metropolitan Board of Works or



the road authority by the Metropolis Management Act 1855 or any other Act. A.D. 1883.

**42.** For the protection of the School Board for London the following provision shall be observed and have effect : For the protection of the School Board for London.

The Company shall not make or construct any passing place within a distance of sixty yards from the Board's School situate in the Hollydale Road.

**43.** In constructing and maintaining the Tramways and works by this Act authorised or any of them where they are intended to pass under the London Chatham and Dover Railway or between the works of that railway the same shall be done under the superintendence and to the reasonable satisfaction of the principal engineer having the charge of that railway and works respectively and according to plans to be reasonably approved by him before any such Tramways or works are begun and he may appoint and employ such necessary inspectors and watchmen as he may think proper to superintend the execution of the works and to secure the safety of that railway or works and the costs of all such works as well as of the superintendence thereof as before provided for shall be borne and defrayed by the Company and such works shall be carried out so as not to cause any injury to that railway or the works thereof or any interruption of the passage or conduct of traffic over or along that railway and if any injury owing to or by reason of the construction maintenance or repair of any of the said Tramways or works shall arise to that railway or works or interruption to any such traffic the Company shall make full compensation in respect thereof to the London Chatham and Dover Railway Company. For the protection of the London Chatham and Dover Railway Company.

**44.** 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. Interest not to be paid on calls paid up.

**45.** 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 tramway or to execute any other work or undertaking. Deposits for future Bills not to be paid out of capital.

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Provisions  
as to Gene-  
ral Tram-  
way Acts.

46. Nothing in this Act contained shall exempt the Company or the Tramways from the provisions of any general Act relating to tramways 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 tolls or charges authorised by this Act.

Costs of  
Act.

47. All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act shall be paid by the Company.

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L O N D O N : Printed by EYRE and SPOTTISWOODE  
Printers to the Queen's most Excellent Majesty. 1883.