ANNO DECIMO SEXTO & DECIMO SEPTIMO

VICTORIÆ REGINÆ.

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Cap. cxciii.

An Act for constructing a Railway and Landing Places within the Borough of *King's Lynn*, for regulating the Share Capital of the *East Anglian* Railways Company, and for other Purposes, and of which the Short Title is "The *East Anglian* Railways Act, 1853." [15th *August* 1853.]

WHEREAS by "The *East Anglian* Railways Act, 1847," the *East Anglian* Railways Company were incorporated, with Power to complete and maintain the Railways therein described, called "The *East Anglian* Railways:" And whereas by "The *East Anglian* Railways Act, 1849," and "The *East Anglian* Railways Act, 1851," further Powers were granted to the Company: And whereas it is expedient that the Company be authorized to make a Railway from the *Harbour* Branch of the *East Anglian* Railways near the River *Nar* to *King's Staith Quay* in *King's Lynn*, and Works and Conveniences connected therewith: And whereas the Capital of the Company is One million three hundred and thirty thousand seven hundred and ninety-three Pounds Ten Shillings, consisting of the following Particulars:

Three hundred and twenty-two thousand three hundred and seventy Pounds in Thirty-two thousand two hundred and thirty-seven Shares of Ten Pounds each, bearing Five Pounds *per Centum* Preferential Interest:

Fifty-three thousand one hundred and fifty Pounds in Five thousand three hundred and fifteen Shares of Ten Pounds each, bearing Seven Pounds *per Centum* Preferential Interest:

One hundred and twenty thousand Pounds Stock, formed by the Consolidation of Thirty-four thousand two hundred and eighty-five Shares of Three Pounds Ten Shillings each, and One Share of Two Pounds Ten Shillings, which Stock bears Six Pounds *per Centum* Preferential Interest:

Seventy thousand eight hundred and seventy-three Pounds Ten Shillings Stock, formed by the Consolidation of Ten thousand nine hundred and nineteen Shares of Five Pounds each, and Four thousand six hundred and fifty-one Shares of Three Pounds Ten Shillings each, which Stock bears Seven Pounds *per Centum* Preferential Interest:

Seven hundred and sixty-four thousand four hundred Pounds Consolidated Stock, formed by the Consolidation of Twelve thousand Shares of Twenty-five Pounds each (equal to Three hundred thousand Pounds) created by "The *Lynn and Ely* Railway Act, 1845," and Ten thousand eight hundred Shares of Eighteen Pounds each (equal to One hundred and ninety-four thousand four hundred Pounds) created by "The *Ely and Huntingdon* Railway Act, 1845," and Ten thousand eight hundred Shares of Twenty-five Pounds each (equal to Two hundred and seventy thousand Pounds) created by "The *Lynn and Dereham* Railway Act, 1845:"

And whereas the Company have for some Time been in a State of pecuniary Embarrassment, and the Interest on their Preferential Shares is largely in arrear, and they have not yet been able to pay any Dividend on their Consolidated Stock: And whereas the estimated Cost of the making of the Railway and the Works connected therewith is Eighteen thousand Pounds: And whereas, under the Provisions of "The *Eastern Counties* and *East Anglian* Railways Act, 1852," a working Arrangement has been made between the Company and the *Eastern Counties* Railway Company, whereunder the *East Anglian* Railways are now worked by the *Eastern Counties* Railway Company: And whereas, in order to avoid some of the Inconveniences arising from several Private Acts relating to the same Purposes being in force at the same Time, it is expedient that "The *East Anglian* Railways Act, 1849," and "The *East Anglian* Railways Act, 1851," be repealed, and that some of the Powers and Provisions thereof be amended and re-enacted or continued by this Act: And whereas such several Purposes cannot be effected without the Authority

rity 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:

Short Title.

I. That this Act may be cited for any Purpose as "The *East Anglian* Railways Act, 1853."

Recited Acts repealed.

II. That, subject to the Provisions of this Act, "The *East Anglian* Railways Act, 1849," and "The *East Anglian* Railways Act, 1851," are by this Act repealed, but notwithstanding such Repeal they may respectively be cited for any Purpose by those respective Names.

Conveyances &c. to remain.

III. That, notwithstanding the Repeal of those Acts, all Purchases, Sales, Conveyances, Leases, Mortgages, Bonds, Contracts, Agreements, Securities, and other Acts and Things before the passing of this Act made, done, entered into, executed, or instituted under or by virtue of those Acts, or either of them, or with reference to the Purposes thereof respectively, shall be as good, valid, and effectual to all Intents and Purposes whatsoever for, against, and with reference to the Company, as if this Act were not passed, and may be proceeded on and enforced accordingly.

Actions, &c. not to abate.

IV. That, notwithstanding the Repeal of those Acts, any Action, Suit, Prosecution, or other Proceeding, commenced either by or against the Company before the passing of this Act, shall not abate or be discontinued, or be prejudicially affected by this Act, but on the contrary shall continue and take effect both in favour of and against the Company, in like Manner in all respects as the same would have continued and taken effect if this Act were not passed; and all Offences against the Provisions of those Acts respectively committed before the passing of this Act may be prosecuted, and all Penalties incurred by reason of such Offences may be sued for in like Manner in all respects as if this Act were not passed.

Books to be Evidence.

V. That, notwithstanding the Repeal of those Acts, all Books, Certificates, Writings, and Documents by those Acts or either of them directed or authorized to be kept or made, and which if this Act were not passed would be receivable in Evidence, shall be admitted in Evidence in all Courts of Law and Equity and elsewhere accordingly.

8 & 9 Vict. cc. 18. & 20. incorporated.

VI. That "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," are incorporated with this Act.

VII. And

Power to make Railway and Works according to deposited Plans.

VII. And whereas Plans of the Railway, with Sections of the same, and also a Book of Reference to such Plans, containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands in or through which the Railway is intended to pass or be made, have been deposited with the Clerk of the Peace for the County of *Norfolk*: Therefore, subject to the Provisions of this Act, the Company may make and maintain the Railway in and upon the Lands delineated on those Plans and described in that Book of Reference, and according to the Levels described on those Sections, with such Works and Conveniences connected with the same as the Company think proper, and may enter upon, take, and use such of those Lands as they think necessary for that Purpose: Provided always, that where the Railway is to be made on the *South Quay*, or on any public Quay, Wharf, or Landing Place at *Lynn*, the Company shall not take the Land, but shall only lay down, make, maintain, and use thereon such Rails, Sidings, Turntables, Landing Places, Works, and Conveniences for the Traffic on the Railway as by this Act authorized; and the Company shall not be liable to make any Compensation in that Behalf.

Period for compulsory Purchases.

VIII. That the Powers of the Company for the compulsory Purchase of Lands shall not be exercised after the Expiration of Two Years after the passing of this Act.

Railway and Works authorized.

IX. That the Railway by this Act authorized is the following:

A Railway commencing by a Junction with the *Harbour* Branch of the *East Anglian* Railways, near the River *Nar* in the Parish of *South Lynn All Saints*, and terminating on *King's Staith Quay* at or near a certain Property referred to on the said Plans by the Number 15 in the Parish of *Saint Margaret* within the Borough of *King's Lynn* otherwise *King's Lynn Saint Margaret*, on Lands in those Parishes, with such Works, Approaches, and other Conveniences as the Company think proper, such Railway and Works to be wholly situate within the Borough of *King's Lynn*.

No Locomotive to be used on Railway.

X. That no Locomotive or other Engine shall be used upon the Railway by this Act authorized.

Period for Completion of Works.

XI. That the Railway by this Act authorized shall be completed within Three Years after 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 shall cease to be exercised, except as to so much thereof as is then completed.

If Railway not completed, &c.

XII. That in case the Railway by this Act authorized to be constructed shall not be completed and opened for public Traffic within the

the Period of Three Years from the passing of this Act, then and from thenceforth it shall not be lawful for the Company, or the Directors thereof, to pay any Dividend to the Shareholders on the ordinary or unguaranteed Capital of the Company, until such Railway shall have been completed and opened for public Traffic.

within a limited Period, Payment of Dividends to be suspended.

XIII. That the Company may construct such Landing Places, Wharfs, Jetties, Works, and Conveniences connected with the Railway, and adjoining or near to the Railway and the River *Ouze*, as they may think fit: Provided always, that before constructing any such Landing Place, Wharf or Jetty, Work or Convenience (except Rails, Sidings, and Turntables), the Company shall obtain the Consent in Writing of the Owners of the Lands adjoining or opposite to the intended Landing Place, Wharf or Jetty, Work or Convenience; provided also, that the Company shall not construct any such Landing Place, Wharf or Jetty, Work or Convenience on the *South Quay*, or on any public Quay, Wharf, or Landing Place, without the Consent in Writing of the Mayor, Aldermen, and Burgesses of the Borough of *King's Lynn* under their Corporate Seal.

Company may erect certain Works with Consent of Owners, &c. of Frontages.

XIV. That if any unnecessary Obstruction or Impediment to the free Use of the Railway, Landing Places, Wharfs, Jetties, and other Works hereby authorized, or of the several Quays or Shores along or over which such Railway may pass, or in the unloading or loading of Vessels into and from the Waggons, Trucks, and other Carriages upon such Railway, shall be caused by the Company, or their Servants or Agents, the Company shall at all Times when required so to do by the Harbour-master, by Notice to them or any of their Servants or Agents, cause the same to be removed with all practicable Despatch; and in case of their Neglect or Refusal so to do, the Company shall forfeit and pay any Sum not exceeding Forty Shillings for each such Offence.

For preventing Obstructions to Railway, &c.

XV. Provided always, That the Company shall not construct any Landing Place, Wharf, or Jetty in the Channel or Waterway for the Time being of the River *Ouze* below High-water Mark upon or near the River *Ouze*, without the Consent of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or One of them, in Writing under their or his Hands or Hand, or without the Consent in Writing of Two or more of the principal Officers of the Duchy of *Cornwall*, (and which Consent such principal Officers or any Two of them are hereby authorized and empowered to give,) or without the Consent of the Duke of *Cornwall*, testified in Writing under the Privy Seal of the said Duke, or without the Consent of the Governor, Bailiffs, and Commonalty of the Company of Conservators of the Great Level of the Fens called *Bedford Level*, to be signified in Writing under their

As to Construction of Works below High-water Mark.

Common Seal, or without the Consent of the Commissioners for Navigation, or without the Consent of the Commissioners for Drainage for executing the Act of the Thirty-fifth of *George* the Third, Chapter Seventy-seven, for the Drainage of the *Middle* and *South Levels*, Part of the Great Level of the Fens called *Bedford Level*, and for improving and preserving the Navigation of the several Rivers communicating with the River *Ouze*, to be signified in Writing under the respective Hands of the Clerks to such respective Commissioners, or without the Consent of the Mayor, Aldermen, and Burgesses of the Borough in Writing under their Corporate Seal, or without the Consent of the Owners of the Lands adjoining or opposite to the respective Landing Place, Wharf, or Jetty in Writing under their respective Hands: Provided always, that nothing in this Act contained shall confer on Her Majesty in right of Her Crown or in right of the Duchy of *Cornwall*, or on the Duke of *Cornwall* for the Time being, or the Mayor, Aldermen, and Burgesses of the Borough, or the said Governor, Bailiffs, and Commonalty, or the said Commissioners for Navigation, or the said Commissioners for Drainage, or either of them, any further or other Power in regard to the Channel or Waterway of the River *Ouze* than they possessed respectively before the passing of this Act.

Works below High-water Mark not to be executed without Consent of the Admiralty.

XVI. That it shall not be lawful for the Company to construct below High-water Mark at ordinary Spring Tides any Work whatsoever hereby or otherwise authorized to be made, without (in addition to any other Consent or Consents hereby required) the previous Consent of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid for the Time being, to be signified in Writing under the Hand of the Secretary of the Admiralty, and then only according to such Plan and under such Restrictions and Regulations as the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral may approve, such Approval being signified as last aforesaid; and where any such Work shall have been constructed it shall not be lawful for the Company at any Time to alter or extend the same, without obtaining previously to making any such Alteration or Extension the like Consent or Approval; and if any such Work shall be commenced or completed, or be altered or extended, contrary to the Provisions of this Act, it shall be lawful for the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral to abate, alter, and remove the same, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due to the Crown, and be recoverable accordingly, with Costs of Suit.

XVII. That

As to the Bridges to be erected over the Nar and Mill Fleet.

XVII. That the Soffits of the Bridges for carrying the said Railway across the River *Nar* and *Mill Fleet* or *Creek* shall be not less than Four Feet above High-water Mark at ordinary Spring Tides, and previously to commencing the said Bridges or either of them, or the Works connected therewith, or any Works interfering with or affecting any tidal or navigable Water or Access thereto, the Company shall deposit at the Admiralty Office Plans, Sections, and Working Drawings of the said Bridges and Works for the Approval of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty, and such Bridges and Works shall be constructed only in accordance with such Approval.

Lights to be hung out during Construction of Bridges.

XVIII. That during the Construction of the said Bridges over the River *Nar* and *Mill Fleet* or *Creek*, and Works connected therewith, the said Company shall cause to be hung out or exhibited every Night from Sunset to Sunrise a Light, to be kept burning by and at the Expense of the Company, for the Navigation and safe Guidance of Vessels.

Company not to detain Vessels navigating Rivers.

XIX. That it shall not be lawful for the Company, or any Person or Persons acting under them, to detain any Vessel, Barge, or Boat navigating the River *Nar* or *Mill Fleet* or *Creek* for a longer Space of Time than may be sufficient to admit of any Carriages or Trains regularly traversing the said Railway and approaching the said Bridges, or either of them, to cross the said River and *Mill Fleet* or *Creek*, and for opening the said Bridge to admit such Vessel, Barge, or Boat to pass; and in case the Company, or any Person or Persons acting under them, shall detain any such Vessel, Barge, or Boat contrary to the Provisions of this Act, or demand, take, or receive any Toll for the Passage of any Person or Persons, Vessel, Barge, or Boat, the said Company, or every Person so offending, shall in every such Case forfeit and pay the Sum of Ten Pounds; but nothing in this Act shall prevent any Remedy for Damages which any Party may sustain in respect of any such Detention as aforesaid.

Communications to be made over Railway to the River Ouze.

XX. That where the Line of the said Railway skirts the River *Ouze*, all such Communications shall be made by the Company under, over, or across the said Railway for the Convenience of the Public as the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, shall approve of and direct, such Approval and Direction being signified by Writing under the Hand of the Secretary of the Admiralty; and no unnecessary Obstruction shall be permitted by the said Company to the Use of the existing Quays,

Quays, or to the Construction of new ones, or any Communication thereto.

Railway not to be deviated nearer to River Ouze.

XXI. That the said Railway, or any of the Works connected therewith, shall not deviate Riverward from the Black continuous Centre Line of the said Railway shown on the Plan deposited at the Admiralty, without the previous Assent of the said Lord High Admiral or the said Commissioners, signified by Writing under the Hand of the Secretary of the Admiralty.

Admiralty may order a local Survey at the Cost of the Company.

XXII. That if at any Time or Times it shall be deemed expedient by the Lord High Admiral of the United Kingdom or the Commissioners for executing the Office of Lord High Admiral to order a local Survey and Examination of any Works of the Company in, over, or affecting any tidal Water or navigable River, or of the intended Site thereof, the Company shall defray the Costs of every such local Survey and Examination, and the Amount thereof shall be a Debt due to Her Majesty from the Company, and, if not paid upon Demand, may be recovered as a Debt due to the Crown, with the Costs of Suit, or may be recovered, with Costs, as a Penalty is or may be recoverable from the Company.

If Works affecting tidal Waters, &c. fall into Disuse, Admiralty may remove them at Expense of Company.

XXIII. That if any Bridge or Work to be constructed by the Company in or across any tidal Water or navigable River, or if any Portion of any such Bridge or Work which affects any such Water or River or Access thereto, shall be abandoned or suffered to fall into Disuse or Decay, it shall be lawful for the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs of Suit.

Exemption of certain Vessels from Tolls.

XXIV. That nothing in this Act contained shall extend to charge with Rates, Tolls, or Duties, or to regulate or subject to any Control any Vessel belonging to or employed in the Service of Her Majesty, Her Heirs and Successors, or any Member of the Royal Family, or in the Service of the Customs or Excise, or of the Corporation of *Trinity House of Deptford Strond*, or the Commissioners of Northern Lights, using the Landing Places, Wharves, and Jetties, and not conveying Goods for Hire, or any Packet Boat or Post Office Packet, being a Packet Boat or Post Office Packet as defined under the Provisions of any Act relating to the Post Office, or any Post Office Bag of Letters conveyed by any such Packet Boat or Packet, or by any other

other Vessel whatsoever, or any of the Officers or Persons employed in the Service of the Admiralty, Ordnance, Customs, Excise, or Post Office, or their Baggage, or any Vessel or Goods being under Seizure by the Officers of the Revenue, or any Naval, Victualling, or Ordnance Stores, or other Stores or Goods for the Service of or being the Property of Her Majesty, or any of Her Majesty's Forces landed upon or delivered or disembarked from any of the Landing Places, Wharves, or Jetties, or their Baggage; but all such Vessels, Officers, or Persons as aforesaid shall have the free Use of the Landing Places, Wharves, and Jetties, without any Charge, Toll, or Rate being made for using the same: Provided always, that if any Person claim and take the Benefit of any such Exemption as aforesaid without being entitled thereto, he shall for every such Offence be liable to a Penalty not exceeding Ten Pounds.

Bridges over River Nar and Mill Fleet to be opened for the Convenience of the Navigation, and to be of a certain Span.

XXV. And whereas it is intended to carry the Railway over a navigable River called the *Nar*, and over a certain public Fleet called *Mill Fleet*, and it is expedient that the free Navigation of such River and Fleet, and the Flow of Water along the same respectively, should not thereby be impeded, obstructed, or banked up: Therefore the Bridges for carrying the Railway over the Waterways of such River and Fleet shall be constructed so as to open for the Purpose of permitting Ships and other Vessels to pass through without striking their Masts; and such Bridges shall be of the following Dimensions, (that is to say,) the Bridge over the River *Nar* shall be of the clear Width in the Waterway thereof of Forty Feet, and the Bridge over the *Mill Fleet* shall be of the clear Width in the Waterway thereof of Thirty-two Feet.

Provisions as to Repair of Bridges and Removal of Impediments in Harbour.

XXVI. That if the Company shall at any Time neglect or refuse to repair and maintain such Bridges, and the Works connected therewith, or to remove any Impediment which may have been formed in the Beds or on the Sides of the said Harbour, River, and Fleet respectively by or in consequence of such Bridges and Works, whereby any Obstruction or Stoppage shall be caused to the Navigation or free Passage of any Ships or Vessels along the same, it shall be lawful for the said Mayor, Aldermen, and Burgesses, and their Successors, or their Harbour-master, by Notice in Writing to the Company, to require such Repairs to be done or such Impediment to be removed; and in case the Company shall, for the Space of Five Days after such Notice shall have been given, neglect or refuse to do such Repairs or remove such Impediments, or to commence such Repairs or removing such Impediments, or having so commenced shall not complete such Repairs and Removal of such Impediments within Twenty-one Days next after every or any such Notice as aforesaid, it shall be lawful for the said Mayor, Aldermen, and Burgesses, and

their Successors, or their Harbour-master, to commence, complete, and perfect all such Repairs, and to remove all such Impediments as aforesaid; and the Costs, Charges, Damages, and Expenses paid, sustained, or incurred by the said Mayor, Aldermen, and Burgesses, and their Successors, or their Harbour-master, by reason of the Neglect or Refusal of the Company to do such Repairs or to remove such Impediments as aforesaid, and also in and about the doing and completing such Repairs and in removing such Impediments as aforesaid, shall be borne and paid by the Company, and shall be recoverable from the Company, together with full Costs of Suit, by Action of Debt in any Court of competent Jurisdiction.

Company to put down the same Number of Posts as may be removed or injured by them.

XXVII. That the Company do and shall, at their own Expense, put down under the Direction of the Harbour-master, on the Banks, Foreshores, and Forelands of the River *Ouze* Harbour of *King's Lynn*, and the River *Nar* or *Friar's Fleet* and *Mill Fleet*, the same Number of Warping, Veering, Mooring Posts, and Dolphins, as they may remove or injure in the Construction of the Works hereby authorized to be made, so as to give equal Facilities for Vessels of all kinds navigating the said River, Harbour, and Fleets for mooring and being moored as now exist; and in case it shall at any Time hereafter be necessary or expedient for the Harbour Moorings Commissioners to take up or repair any of the Moorings or Bridle-chains now laid down or hereafter to be laid down in the said Harbour of *King's Lynn*, or the Anchors, Rings, or Posts to which the same are or shall be attached, or to lay or put down new Moorings or Bridle-chains, Anchors, Rings, or Posts, the said Harbour Moorings Commissioners shall and may, at their own Expense, take up and remove for the Purpose of so doing any Railway Wharf, Jetty, Landing Place, Work, or Erection whatsoever made or erected in pursuance of this Act, and shall afterwards, at the like Expense and with all convenient Speed, restore and make good the same.

Commissioners may take up and put down Posts if necessary.

Damage done to Moorings to be made good by Company.

XXVIII. That if in the Construction of the Works authorized by this Act the Company shall remove, destroy, or injure any Moorings, Mooring Chains, Posts, Dolphins, or other Works now or at any Time hereafter belonging to the Commissioners of Moorings of the Port and Harbour of *King's Lynn*, the Company shall and they are hereby required with all convenient Speed to restore and make good at their own Cost, to the Satisfaction of such Commissioners, or their Agent to be appointed by them in that Behalf, all such Moorings, Mooring Chains, Posts, Dolphins, and other Works as shall be so removed, destroyed, or injured; and if the Company shall not commence replacing or repairing any such Moorings, Mooring Chains, Posts, Dolphins, or other Works within Seven Days after they shall have received a Notice in Writing signed by the Clerk for the Time being

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of such Commissioners requiring them so to do, or if having commenced they shall not afterwards proceed with reasonable Diligence with such replacing or repair, or shall repair or replace the same in a Manner not satisfactory to such Commissioners or their said Agent, it shall be lawful for such Commissioners to commence or proceed with and complete the same, and to recover the Amount of all the Expenses which they shall have incurred in and about such Works by Action of Debt in any Court of competent Jurisdiction.

Company may divert Haling Path under certain Restrictions.

XXIX. That the Company, for the Purpose of constructing the Bridge over the River *Nar* or *Friar's Fleet*, shall and may divert and alter for the Distance of Fifty Yards on each Side of the Railway, measured at Right Angles from the Centre Line thereof, the Course or Direction of a certain Haling or Towing Path extending on and along the Bank of the said River or Fleet, and described and set out in and by a certain Award under the Hand and Seal of *Richard Couch* Esquire, Barrister-at-Law, dated the Thirtieth Day of *October* One thousand eight hundred and fifty-two, and made in a certain Cause wherein *Thomas Cummings Gibson*, *John Grafton*, *Edmund Elsden Goldsmid*, and *Richard Ward* were Plaintiffs, and *William Salmon Rolin* was Defendant, and in and by the Map annexed to and forming Part of the said Award, but so nevertheless that the Continuity of the said Haling or Towing Path so described and set out as aforesaid shall not be broken by any such Diversion or Alteration as aforesaid, except at the Times when the said Bridge is closed for the Purpose of the Traffic on the Railway, and so that the Haling or Towing Path to be substituted for that Part of the Haling or Towing Path so to be diverted or altered as aforesaid shall be of the Width of Six Feet at the least, and the substituted Part of the said Haling or Towing Path shall at all Times hereafter be kept in repair by the Company; and all Persons shall at all Times hereafter have such and the same Rights, Easements, and Privileges in, over, and along the said substituted Part of the said Haling or Towing Path as at the Time of the passing of this Act they had in, over, and along the said Part thereof for which the same shall be so substituted as aforesaid: Provided always, that the Company shall not in any other way or in any other respect whatsoever alter, divert, interrupt, or interfere with the said Haling or Towing Path so described and set out as aforesaid; provided also, that nothing herein contained shall in any Manner add to, diminish, or affect the Validity of the said Award, and that without Prejudice to the Obligation of the Company herein contained to make and maintain such substituted Part of the said Haling or Towing Path as aforesaid, nothing herein contained shall confer, take away, or in anywise affect Rights, Easements, or Privileges in, over, or along the said Haling or Towing Path.

XXX. That

Application of Company's Capital for Works.

XXX. That the Company may defray the Cost of making the Railway and Works out of any Monies now or hereafter in their Hands under the recited Acts or this Act or any of them.

Same Tolls to be taken as on East Anglian Railways.

XXXI. That the Company may demand and receive in respect of the Railway the same Tolls and Charges as they are by "The *East Anglian* Railways Act, 1847," authorized to demand and receive in respect of the *East Anglian* Railways.

Maximum Tolls and Charges.

XXXII. Provided always, That the maximum Tolls and Charges demanded and received by the Company in respect of the Railway shall not in any Case exceed the maximum Tolls and Charges by that Act authorized.

Tolls for small Parcels.

XXXIII. Provided always, That notwithstanding anything contained in such last-mentioned Act, it shall not be lawful for the Company to demand or receive for the Carriage of small Parcels upon the Railway by this Act authorized any larger Sum than the following; (that is to say,)

For any Parcel not exceeding Seven Pounds in Weight, Eightpence:

For any Parcel not exceeding Fourteen Pounds in Weight, One Shilling:

For any Parcel not exceeding Twenty-eight Pounds in Weight, Two Shillings:

For any Parcel not exceeding Fifty-six Pounds in Weight, Two Shillings and Sixpence:

And for any Parcel exceeding Fifty-six Pounds in Weight, but not exceeding Five Hundred Weight, the Company may demand any Sum which they think fit.

Tolls for Use of Landing Places, &c.

XXXIV. That the Company from Time to Time may demand and receive such reasonable Tolls and Rates for the Use of the Landing Places, Wharfs, and Jetties made under this Act, as they think proper.

Officers of Customs to be Toll free.

XXXV. Provided always, That any Officer of the Customs while on Duty on any such Landing Place, Wharf, or Jetty, shall not be subject to the Payment of any such Toll or Rate.

Consolidated Stock to be called "Ordinary Stock."

XXXVI. That the Consolidated Stock of the Company, from Time to Time bearing ordinary Dividends, shall be called "Ordinary Stock," and the Ordinary Stock shall consist of the now existing Consolidated Stock of the Company, amounting to Seven hundred and sixty-four thousand four hundred Pounds, and Two hundred and sixty-nine thousand two hundred and six Pounds Ten Shillings,

Ordinary

Ordinary Stock created by this Act, and making together One million and thirty-three thousand six hundred and six Pounds Ten Shillings.

Name or Designation of Preferential Shares or Stock.

XXXVII. That the now existing Preferential Shares of the Company, and the Stock into which they are from Time to Time converted, and the now existing Preferential Stock of the Company, shall be called respectively as follows; (to wit,)

The Thirty-two thousand two hundred and thirty-seven Shares of Ten Pounds each, bearing a Preferential Interest of Five Pounds *per Centum*, and the Five thousand three hundred and fifteen Shares of Ten Pounds each, bearing a Preferential Interest of Seven Pounds *per Centum* respectively, shall be called, when not so converted, "Class A Shares," and when so converted, "Class A Stock:"

The One hundred and twenty thousand Pounds Stock, bearing a Preferential Interest of Six Pounds *per Centum*, shall be called "Class B Stock:"

The Seventy thousand eight hundred and seventy-three Pounds Ten Shillings Stock, bearing a Preferential Interest of Seven Pounds *per Centum*, shall be called "Class C Stock."

Capital of Company.

XXXVIII. That the Capital of the Company shall be the Sum of One million six hundred thousand Pounds, consisting of the Class A Shares amounting to Three hundred and seventy-five thousand five hundred and twenty Pounds, and the Class B Stock amounting to One hundred and twenty thousand Pounds, and the Class C Stock amounting to Seventy thousand eight hundred and seventy-three Pounds Ten Shillings, and the One million and thirty-three thousand six hundred and six Pounds Ten Shillings Ordinary Stock.

Dividends on Ordinary Stock to be rateable according to nominal Amount.

XXXIX. That the several Holders of the One million and thirty-three thousand six hundred and six Pounds Ten Shillings Ordinary Stock, or such Part thereof as is from Time to Time issued, shall be entitled rateably, according to the nominal Amount thereof, to Dividends thereon.

Issue of Ordinary Stock in satisfaction of Interest on Class B and Class C Shares.

XL. That the Directors, within Six Months after the passing of this Act, shall issue to the Holders of the Class B Stock and the Class C Stock respectively, in full Satisfaction of all Arrears of Interest now due, and of all future Interest to accrue up to the Thirty-first Day of *December* One thousand eight hundred and fifty-three, on those Stocks respectively, and in rateable Proportion to the Amount due to them in respect of such Arrears and future Interest, the Two hundred and sixty-nine thousand two hundred and six Pounds Ten Shillings Ordinary Stock by this Act created.

Ordinary Stock so issued to be accepted in satisfaction of Interest.

XLI. That the Ordinary Stock so issued shall on the issuing thereof vest in the Persons to whom it is so issued, and shall be accepted by them respectively, and be in full Satisfaction of such Arrears and future Interest respectively.

Interest on Class B and Class C Shares, after 1853, to be payable half-yearly, and only out of certain Sources.

XLII. That in consideration of the Provision by this Act made for the Satisfaction of the Interest payable to the Holders of the Class B Stock and the Class C Stock respectively, all Interest accruing after the Thirty-first Day of *December* One thousand eight hundred and fifty-three on those Stocks respectively shall be paid half-yearly, and every half-yearly Payment thereof shall be payable only out of so much of the Revenue of the Company as, under the Provisions in that Behalf of this Act, is applicable to the Payment of such Interest, and any Part thereof not so satisfied in any Half Year shall not thereafter be payable.

Power to reduce Interest on Preferential Shares or Stock.

XLIII. That with the Sanction of not less than Four Fifths in Amount of the registered Holders of the Preferential Shares or Stock of any Class, present personally or by Proxy at an Extraordinary General Meeting of the Company, specially convened for the Purpose, the Company may reduce the Rate of Interest payable on the Shares or Stock of that Class to any Rate not below the Rate so agreed on, and thenceforth such reduced Rate of Interest alone shall be payable on the Shares or Stock of that Class.

Appropriation of certain Part of Revenue.

XLIV. That with the Sanction from Time to Time of not less than Four Fifths in Amount of the registered Holders of the Ordinary Stock present personally or by Proxy at an Extraordinary General Meeting of the Company, specially convened for the Purpose, the Company may from Time to Time apply so much of the Revenue of the Company in every Year from all Sources as remains after Payment of the current Expenditure of the Company for that Year, and the Interest on the Mortgage and Bond Debt of the Company, and the Interest on the Sums from Time to Time credited by the Company to any of the Shareholders as Payments in anticipation of Calls, and the Interest for the Time being payable on the several Classes of Preferential Shares or Stock in either of the Ways following; to wit,

First, such Surplus may be divided between the Holders of the Ordinary Stock and the Holders of the Preferential Shares or Stock, or any One or more of the several Classes of Preferential Shares or Stock, and the *Eastern Counties* Railway Company, and in such Proportions between them respectively as is so sanctioned; or,

Secondly, such Surplus may be divided between the Holders of the Ordinary Stock and the Holders of the Preferential Shares or Stock, or any One or more of the several Classes of Preferential Shares

Shares or Stock, and in such Proportions between them respectively as is so sanctioned; or,

Thirdly, such Surplus may be divided between the Holders of the Ordinary Stock and the *Eastern Counties* Railway Company, and in such Proportions between them respectively as is so sanctioned.

Application of net Revenue after Dec. 31, 1853.

XLV. That from and after the Thirty-first Day of *December* One thousand eight hundred and fifty-three, so much of the Revenue of the Company in every Year from all Sources as remains after Payment of the current Expenditure of the Company for that Year shall, so far as the same will extend, but without Prejudice to any existing Mortgages or Bonds of the Company, be applied half-yearly in the following Order; (to wit,)

First, in Payment of the Interest on the Mortgage and Bond Debt of the Company:

Secondly, in Payment of the Interest on the Sums from Time to Time credited by the Company to any of the Shareholders as Payments in anticipation of Calls:

Thirdly, in Payment rateably of the Interest from Time to Time payable on the Class A Shares and Class A Stock:

Fourthly, in Payment of the Interest from Time to Time payable on the Class B Stock:

Fifthly, in Payment of the Interest from Time to Time payable on the Class C Stock:

Sixthly, the Surplus, if any, from Time to Time shall be paid by way of Dividends on the Ordinary Stock, or in any of the Ways by this Act authorized.

Times for holding General Meetings of the Company.

XLVI. That the Company may, from Time to Time, by a Resolution of an Extraordinary General Meeting, appoint the Months in which the Ordinary Meetings of the Company shall be held in every Year, and, until the Company otherwise appoint, the Ordinary Meetings shall be held in the Months of *March* and *September*.

Interest not to be paid on Calls paid up.

XLVII. That the Company shall not, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Powers of borrowing, 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.

XLVIII. That

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

XLVIII. That the Company shall not, out of any Money by any Act relating to the Company authorized to be raised for the Purposes of such Act or Acts, 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 an Act authorizing the Company to construct any other Railway, or to execute any other Work or Undertaking.

Railway and Company to be subject to Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., 9 & 10 Vict. c. 57., and 14 & 15 Vict. c. 64.

XLIX. And whereas an Act was passed in the Second Year of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railways*; and another Act was passed in the Fourth Year of Her present Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of Her present Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of Her present Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Tenth Year of Her present Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the Fifteenth Year of Her present Majesty, intituled *An Act to repeal an Act for constituting Commissioners of Railways*: Therefore nothing in this Act contained shall exempt the Company or their Railways and Branch Railways from the Provisions of such several Acts respectively, but such Provisions shall be in force in respect of those Railways and Branch Railways, so far as the same shall be applicable thereto.

Railways not exempt from Provisions of future General Acts.

L. That nothing herein contained shall exempt the Railways by this or any of the recited Acts authorized from the Provisions of any General Acts relating to such Acts, or 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 authorized by this Act or the recited Acts, or the Rates for small Parcels.

Expenses of Act.

LI. That all the Costs, Charges, and Expenses of and incident to the obtaining and passing of this Act shall be paid by the Company.

Provision as to the Rights of the Crown.

LII. That nothing whatsoever contained in this Act or in any of the Acts herein recited or referred to shall extend to authorize the Company to purchase, take, use, or otherwise interfere with any Foreshore,

Foreshore, Mudland or other Land, Soil, Tenements, or Hereditaments, or any Rights in respect thereof belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, first had and obtained for that Purpose, and which such Commissioners or Commissioner are and is hereby authorized and empowered to give, or to divest, prejudice, diminish, alter, or take away any of the Estates, Rights, Privileges, Powers, or Authorities which now are or hereafter may be, or but for the Provisions of the same Act or Acts might have been vested in or enjoyed by Her Majesty, Her Heirs or Successors.

Saving Rights of the Duchy of Cornwall.

LIII. That nothing contained in this Act, or in the Acts herein recited or referred to, shall extend to authorize the Company to purchase, take, use, or interfere with any Land, Soil, or Water, or any Rights in respect thereof belonging to Her Majesty in right of the Duchy of *Cornwall*, without the Consent in Writing of Two or more of the principal Officers of the said Duchy, and which Consent such principal Officers or any Two of them are hereby authorized and empowered to give, or belonging to the Duke of *Cornwall* for the Time being, without the Consent of the said Duke, testified in Writing under the Privy Seal of the said Duke, first had and obtained for that Purpose, or to prejudice, diminish, alter, or take away any of the Rights, Profits, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors, in right of the Duchy of *Cornwall*, or in or by the Duke of *Cornwall* for the Time being.

Saving Rights of Corporation of King's Lynn.

LIV. Provided always, That nothing in this Act contained shall extend or be construed to extend to affect, prejudice, alter, abridge, or take away any Rights, Estates, Powers, Jurisdictions, Immunities, Exemptions from Toll, Wharfage, or Cranage, or any other Exemptions, Advantages, or Privileges whatsoever belonging or appertaining to the Mayor, Aldermen, and Burgesses of the said Borough, or the Freemen or free Burgesses of the said Borough (except such as are hereby expressly taken away or altered), but that all such Rights, Estates, Powers, Jurisdictions, Immunities, Exemptions, Advantages, and Privileges shall continue in full Force and Effect, and may be exercised and enjoyed in as full and ample a Manner, to all Intents and Purposes, as if this Act had not been passed.

Saving Rights of Commissioners of Navigation.

LV. That nothing in this Act contained shall extend or be construed to extend to take away, lessen, or diminish any of the Powers, Rights, or Privileges of the Commissioners of Navigation acting under the Local Act passed in the Thirty-fifth Year of the Reign of King *George* the Third, Chapter Seventy-seven, and of the several Acts passed for altering and amending the said last-mentioned Act,

except so far as such Powers, Rights, and Privileges are by this Act expressly taken away, lessened, or diminished.

General Reservation of Powers of Harbour-master, &c. of King's Lynn.

LVI. That nothing in this Act contained shall be deemed or taken to prejudice, abridge, alter, or interfere with the present Jurisdiction or Authority of the Harbour-master and Director of Moorings of the Port and Harbour of *King's Lynn*, or of the Commissioners of Moorings of the said Port and Harbour for the Time being respectively.

General Reservation of Rights of River Ouze Haling Commissioners.

LVII. That nothing herein contained shall extend to alter, abridge, diminish, or take away any of the Rights, Powers, or Privileges of the River *Ouze* Haling Commissioners, in the County of *Norfolk*.

Saving Jurisdiction of the select Trustees of Lynn Harbour.

LVIII. Provided always, That nothing in this Act contained shall extend or be construed to extend to take away, alter, abridge, diminish, or interfere with the present Jurisdiction, Powers, Rights, or Privileges of the select Trustees of the said Harbour acting under and by virtue of an Act of Parliament of the First and Second Years of the Reign of King *William* the Fourth, Chapter Seventy-three, except so far as such Jurisdiction or Authority, Powers, Rights, or Privileges are by this Act expressly taken away, altered, abridged, diminished, or interfered with.

Saving the Rights of the Lynn Paving Commissioners.

LIX. Provided always, That nothing in this Act contained shall extend or be construed to extend to take away, alter, abridge, diminish, or interfere with the present Jurisdiction or Authority, Rights or Privileges of the Commissioners acting in execution of an Act passed in the Forty-third Year of the Reign of King *George* the Third, Chapter Thirty-seven.

Certain Sections of repealed Acts to remain in force.

LX. That, notwithstanding the Repeal of "The *East Anglian* Railways Act, 1849," and "The *East Anglian* Railways Act, 1851," respectively, the several Sections and Provisions of those Acts cited in the Schedule to this Act shall respectively, so far as the same are immediately before the passing of this Act in force, remain in force; and this Act, and the several Powers and Provisions thereof, shall accordingly be in all respects subject and without Prejudice to those cited Sections and Provisions respectively; and this Act, or anything therein contained, shall not alter, interpret the Meaning of, or otherwise affect those cited Sections and Provisions or any of them.

The SCHEDULE to which the foregoing Act refers.

Sections and Provisions of repealed Acts continued.

12 and 13 Vict. Ch. 52. Sec. 3.

Parties aggrieved by Extension of Time being granted, may have Compensation for additional Damage.

Provided always, and be it enacted, That the Justices, Arbitrators, Umpires, or Juries respectively, as the Case may be, who under the Provisions of the said recited Act or this Act shall award or assess the Compensation to be made by the Company to the Owners or Occupiers of or other Persons interested in any of the Lands for the Purchase of which the Period is by this Act extended, and which shall be taken or used for the Purposes of the Railway or Works by the said recited Act or this Act authorized, or which may be injuriously affected by the Construction thereof, shall, in estimating the Amount of such Compensation, have regard to and make Compensation for the additional Damage (if any) sustained by such Owners, Occupiers, or other Persons, by reason of the Extension hereby authorized of the Period aforesaid.

12 and 13 Vict. Ch. 52. Sec. 4.

Existing Contracts and Notices to take Land not to be affected.

Provided always, and be it enacted, That the Extension hereby authorized of the Period aforesaid shall not in anywise prejudice or affect any Contract entered into or Notice given by the said Company before the passing of this Act for purchasing, taking, or using any Lands which under the said recited Act such Company is entitled to purchase, take, or use; but every such Contract and Notice respectively shall be construed and shall take effect, and the same Proceedings shall be had thereunder, and all Parties thereto shall be entitled to the same Rights and Remedies in respect thereof, both at Law and in Equity, as if such Extension of the said Period had not been authorized as aforesaid.

12 and 13 Vict. Ch. 52. Sec. 8.

Power to issue new Shares in lieu of those not issued, which shall be deemed

And whereas Eleven thousand eight hundred and forty-one Shares, the Residue of Twenty-two thousand seven hundred and sixty Shares of Five Pounds each created by the Company, and Six thousand one hundred and forty-nine Shares, the Residue of Ten thousand eight hundred Shares of Three Pounds and Ten Shillings each created by the

not to have been created.

the Company respectively, remain unissued, and the Sum of Eighty thousand seven hundred and twenty-six Pounds and Ten Shillings is the total Amount of such unissued Shares: And whereas by virtue of the Powers conferred on the Company by the several Acts relating to them or some of such Acts, the Company borrowed at divers Times on Mortgage or Bond divers Sums, amounting to the aggregate Sum of Two hundred and ninety-four thousand eight hundred Pounds: And whereas, in order to pay off the Sum of Two hundred and ninety-four thousand seven hundred and eighty-three Pounds and Four Shillings, Part of such Mortgage and Bond Debt, the Company created Thirty-seven thousand five hundred and fifty-two Shares of Seven Pounds Seventeen Shillings each, to bear respectively Interest in perpetuity at Seven Pounds per Centum per Annum, in preference to any Dividends or Interest payable in respect of the Company's existing Share Capital, or any Part thereof: And whereas some only of such Thirty-seven thousand five hundred and fifty-two Shares have been applied for and issued: And whereas a Part of such Mortgage and Bond Debt is already due, and Actions against the Company for the Recovery of Portions thereof are pending; and the Company have endeavoured, without Success, to re-borrow the Amount so due, and they have not the Means of paying off the same, and a further Part of such Mortgage and Bond Debt will shortly fall due: And whereas the existing Debts and Liabilities of the Company other than such Mortgage and Bond Debt amount to the Sum of Eighty thousand seven hundred and twenty-six Pounds and Ten Shillings or thereabouts, and the Company have not the Means of meeting such other Debts and Liabilities: And whereas it is, in the existing Circumstances of the Company, expedient to authorize them to raise, by creating new Shares, to bear respectively Interest in perpetuity at Seven Pounds per Centum per Annum, on the same Footing as such Thirty-seven thousand five hundred and fifty-two Shares, such a Sum as may be necessary for paying off the whole of such Mortgage and Bond Debt, and also such Sum of Eighty thousand seven hundred and twenty-six Pounds and Ten Shillings: Be it therefore enacted, That such unissued Eleven thousand eight hundred and forty-one Shares of Five Pounds each, and Six thousand one hundred and forty-nine Shares of Three Pounds and Ten Shillings each respectively, or any of them, shall not be issued, and shall be deemed not to have been created; and the Company may, in addition to such Thirty-seven thousand five hundred and fifty-two Shares of Seven Pounds Seventeen Shillings each, create an equal Number of Shares of Two Pounds Three Shillings each, or may increase the Amount of each of such Thirty-seven thousand five hundred and fifty-two Shares from Seven Pounds Seventeen Shillings to Ten Pounds; and such new Shares, if created, or such existing Thirty-seven thousand five hundred and fifty-two Shares, whether of Seven Pounds Seventeen Shillings or of Ten Pounds

Pounds each, shall bear Interest in perpetuity after the Rate of Seven Pounds per Centum per Annum; and such Interest shall be paid in the first place, in preference to all other Interest and Dividends payable in respect of the now existing Share Capital of the Company, or any Part thereof, anything in this Act or the several Acts relating to the Company, or any of them, to the contrary thereof respectively notwithstanding; and the Resolutions of the Company with reference to the Premises being respectively in conformity with the Provisions of this Act shall be as valid as if the same had been adopted by the Company after the passing of this Act: Provided always, that the Moneys raised by such Shares respectively shall be applied solely in or towards Payment or Discharge of such existing Mortgage and Bond Debt, and other Debts and Liabilities, and the Company shall keep a separate and distinct Account of such Monies, and the Application thereof: Provided also, that when and as such existing Mortgage and Bond Debt, or any Part thereof, is paid off, the Power of the Company to borrow or reborrow Money shall proportionately cease.

14 and 15 Vict. Ch. 101. Sec. 3.

That the Directors of the Company may from Time to Time, with the Consent in Writing of the Holder for the Time being of any of the Thirty-seven thousand five hundred and fifty-two Shares, reduce the Preferential Interest payable under the secondly-recited Act on all or any of his Shares to Interest thereon after any Rate less than the Rate by that Act provided; and the Directors may also from Time to Time, with the Consent in Writing of the Holder for the Time being of any of the Thirty-seven thousand five hundred and fifty-two Shares, make all or any of his Shares subject to Redemption at any Time by the Company on Payment of the Amount paid up thereon respectively.

Directors with Consent may reduce Preferential Interest on Shares.

14 and 15 Vict. Ch. 101. Sec. 4.

That the Directors may from Time to Time reduce the Preferential Interest payable under the secondly-recited Act on all or any of such of the Thirty-seven thousand five hundred and fifty-two Shares as for the Time being are not issued to Interest thereon after any Rate less than the Rate by that Act provided, and may from Time to Time issue all or any of such Shares at the reduced Rate of Interest thereon, and either subject or not subject to Redemption at any Time by the Company on Payment of the Amount paid up thereon respectively.

Directors may reduce Preferential Interest on Shares not issued.

14 and 15 Vict. Ch. 101. Sec. 5.

That the Directors may from Time to Time accept on such Terms as they think fit Surrenders of all or any of such of the Thirty-seven thousand

Directors may accept Surrenders of

Shares issued and re-issue the same.

thousand five hundred and fifty-two Shares as before the passing of this Act have been issued, and may, if they think fit, give in respect of any such Shares not surrendered Credit for all or any Part of the Money paid up on any such surrendered Shares, and may reduce the Preferential Interest payable under the secondly-recited Act on all or any of such surrendered Shares to Interest thereon after any Rate less than the Rate by that Act provided, and may from Time to Time re-issue all or any of such surrendered Shares at a reduced Rate of Interest thereon, and either subject or not subject to Redemption at any Time by the Company on Payment of the Amount paid up thereon respectively.

14 and 15 Vict. Ch. 101. Sec. 6.

Reduced Interest to have the same Priority as the Interest in respect of which it is given.

That the Interest from Time to Time payable according to this Act, as reduced Interest on all or any of the Thirty-seven thousand five hundred and fifty-two Shares, shall have the like Preference to all other Interest and Dividends payable by the Company as by the secondly-recited Act is provided with respect to the Interest thereby authorized on the Thirty-seven thousand five hundred and fifty-two Shares; and, as between the several Holders of such of the Thirty-seven thousand five hundred and fifty-two Shares as for the Time being shall be issued and unsurrendered, there shall not be any Preference between the original and the reduced Interest, but the Amount for the Time being applicable for Payment of the original and the reduced Interest shall, from Time to Time, be paid rateably and in proportion to the Amount paid up on the several Shares respectively.

14 and 15 Vict. Ch. 101. Sec. 7.

Surrenders of Shares by Trustees.

That all Executors, Administrators, Guardians, and Trustees, and all Committees of the Estates of Lunatics or Idiots in whose respective Names any of the existing Ten Pound Shares shall for the Time being be standing, or who in such respective Capacity shall be entitled to the Receipt of the Dividends thereon, may surrender such Shares or any of them, and such Surrenders respectively shall be as valid as if such Executors and other Persons respectively were absolutely entitled in their own respective Right to such surrendered Shares respectively.

14 and 15 Vict. Ch. 101. Sec. 8.

Rate of Interest on re-issued Shares.

Provided always, That the Directors shall not issue any of the Thirty-seven thousand five hundred and fifty-two Shares, or re-issue under this Act any surrendered Shares, at a Rate of Interest higher than the lowest reduced Rate which any Holder of any of the Thirty-

seven

seven thousand five hundred and fifty-two Shares shall theretofore have consented in Writing, as by this Act provided, to accept.

14 and 15 Vict. Ch. 101. Sec. 9.

That the Section numbered 41 in the East Anglian Railways Act, 1847, stating the Newspapers in which Advertisements relating to the Affairs of the Company are to be inserted, shall be repealed, and in lieu thereof such Advertisements shall be inserted in Two daily Morning Newspapers published in London.

Altering the Newspapers in which Advertisements are to be inserted.

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1853.