ANNO DECIMO QUARTO & DECIMO QUINTO

VICTORIÆ REGINÆ.

****

Cap. lviii.

An Act to facilitate Intercourse between the *Eastern Union* and certain other Railways; to alter certain Charges upon the *Eastern Union* Railway and the *Stowmarket* Navigation; and for other Purposes. [3d *July* 1851.]

WHEREAS an Act was passed in the Session of Parliament held in the Seventh and Eighth Years of the Reign of Her present Majesty, intituled *An Act for making a Railway* 7 & 8 Vict.
from Colchester *to* Ipswich, whereby a Company was incorporated for c. 85.
making and maintaining such Railway under the Name of the *Eastern Union* Railway Company: And whereas by "The *Eastern Union* 8 & 9 Vict.
Railway Amendment Act, 1845," "The *Eastern Union* (*Ardleigh* c. 94.
and *Colchester*) Railway Act, 1846," and "The *Eastern Union and* 9 & 10 Vict. c. 97.
Harwich Railway and Pier Act, 1847," further Powers were granted 10 & 11 Vict.
to the Company, and their Undertaking was extended: And whereas c. 225.
an Act was passed in the Session of Parliament held in the Eighth and Ninth Years of the Reign of Her present Majesty, called "The 8 & 9 Vict.
Ipswich and Bury St. Edmund's Railway Act, 1845," whereby a c. 97.
Company was incorporated for making and maintaining a Railway from *Ipswich* to *Bury St. Edmund's*, with Branches, under the Name of "The *Ipswich and Bury St. Edmund's* Railway Company:" And

9 & 10 Vict. c. 280. 10 & 11 Vict. c. 137. 10 & 11 Vict. c. 21. 10 & 11 Vict. c. 174. 12 & 13 Vict. c. 92. 13 & 14 Vict. c. 54. 6 & 7 W. 4. c. 106.

whereas by "The *Ipswich and Bury* Railway (*Norwich* Extension) Act, 1846," and "The *Ipswich and Bury* Railway (*Woodbridge* Extension) Act, 1847," further Powers were granted to the last-mentioned Company, and their Undertaking was extended: And whereas by the "*Colchester, Stour Valley, Sudbury, and Halstead* Railway Lease Act, 1847," the *Colchester, Stour Valley, Sudbury, and Halstead* Railway Company were empowered to lease their Undertaking to the *Ipswich and Bury St. Edmund's* Railway Company, and the said Undertaking is worked by and is under the Management and Control of the said amalgamated Company herein-after mentioned: And whereas an Act was passed in the Session of Parliament held in the Tenth and Eleventh Years of the Reign of Her present Majesty, intituled *An Act to amalgamate the* Eastern Union *and* Ipswich and Bury St. Edmund's *Railway Companies into One Company*, by virtue of which Act the said Companies were amalgamated and incorporated under the Name of "The *Eastern Union* Railway Company:" And whereas by "The *Eastern Union* Railway Amendment Act, 1849," and "The *Eastern Union* Railway Amendment Act, 1850," respectively, further Powers were granted to the last-mentioned Company: And whereas the *Eastern Union* Railway, in connexion with certain other Railways, forms a direct Communication by Railway between *London* and *Norwich*: And whereas by an Act passed in the Session of Parliament held in the Sixth and Seventh Years of the Reign of His Majesty King *William* the Fourth (Local and Personal), Chap. 106., the *Eastern Counties* Railway Company were incorporated for the Purpose of making and maintaining a Railway from *London* to *Norwich* and *Yarmouth*, by *Romford, Chelmsford, Colchester*, and *Ipswich*, to be called "The *Eastern Counties* Railway:" And whereas the last-mentioned Company have constructed a Railway from *London* to *Colchester*, but failed to make the Remainder of the Railway authorized by that Act, and the Railway Communication between *London* and *Norwich* by way of *Colchester* and *Ipswich* intended to be effected by the Authority of the last-mentioned Act has been completed by means of the Undertaking of the *Eastern Union* Railway Company: And whereas the *Eastern Union* Railway joins the *Eastern Counties* Railway at or near *Colchester*, and the Traffic of the *Eastern Union* Railway between the Places Northward of *Colchester* on the One Hand and the Places Southward of *Colchester* on the other Hand is necessarily conveyed over the said Portion of the *Eastern Counties* Railways between *London* and *Colchester*, and such Traffic is now of considerable Extent: And whereas the *Eastern Counties* Railway joins the *London and Blackwall* Railway at or near *Bow*, and an additional and convenient Access to the City of *London* is thereby afforded: And whereas it would be of great public Benefit if Provision were made for facilitating and regulating the reciprocal Transmission and Interchange of Traffic between the *Eastern Union* Railway, the *Eastern*

Eastern Counties Railway, the *London and Blackwall* Railway, the *Norfolk* Railway, and the *Lowestoft* Railway and Harbour respectively: And whereas it is expedient to increase the Tolls, Rates, Duties, and Charges payable upon or in respect of the Use of the Railways belonging to or under the Control of the *Eastern Union* Railway Company: And whereas an Act was passed in the Thirteenth Year of the Reign of His Majesty King *George* the Third, intituled *An Act for making and maintaining a navigable Communication between* Stowmarket *and* Ipswich *in the County of* Suffolk, whereby certain Persons, and their Successors, were appointed Trustees for making and maintaining the said Navigation, and for carrying that Act into execution, and were empowered to take, demand, and recover certain Rates of Tonnage prescribed by the said Act, and Provision was also made for the Appointment of Commissioners, who were authorized, among other things, in case it should at any Time or Times appear to them that the Rates of Tonnage therein authorized to be taken were insufficient, by Order in Writing under their Hands and Seals to raise and increase the said Rates of Tonnage to such Sums of Money and for such Time only as they should judge necessary and sufficient, not exceeding double the respective Sums by the said Act authorized to be taken: And whereas an Act was passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her present Majesty, intituled *An Act for amending an Act passed in the Thirtieth Year of the Reign of His late Majesty King* George *the Third, for making and maintaining a navigable Communication between* Stowmarket *and* Ipswich *in the County of* Suffolk, *so as to enable the Trustees of such Act to lease the said Navigation, and for other Purposes connected therewith*; and by virtue of a Lease granted under the Authority of that Act by the Trustees of the said Navigation the same Navigation, and certain of the Powers, Authorities, Privileges, and Benefits relating thereto, are now vested, during the Term granted by the said Lease, in the *Eastern Union* Railway Company, but the Powers of the Commissioners are retained: And whereas at the Time of entering into the Treaty for the said Lease the Rates of Tonnage authorized by the first-recited Act relating to the said Navigation had been, by an Order under the Hands and Seals of the Commissioners for the said Navigation, duly increased for and during a certain Period, which has since expired, and other Orders have been from Time to Time since then made by the said Commissioners in relation thereto, but some of the Rates now authorized to be taken are less than those which at the Time of the said Treaty were receivable, and are wholly inadequate and insufficient, and it is expedient that Power should be given to the *Eastern Union* Railway Company, during the Continuance of their Lease, to take, receive, and recover other and higher Rates of Tonnage, not exceeding the Rates herein-after specified: And whereas the several Objects and Purposes aforesaid cannot be effected without the Authority of Parliament:

30 G. 3. c. 57.

9 & 10 Vict. c. 106.

ment: May it therefore please Your Majesty that it may be enacted; and be it enacted, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

Provisions of Eastern Union Railway Acts extended to this Act.

I. That the Provisions of the said recited Acts relating to the *Eastern Union* Railway Company and the Undertaking of that Company, so far as the same are applicable to and not inconsistent with or altered by this Act, shall be and continue in force as to all Matters contained in this Act, as if the same respectively were repeated and re-enacted herein.

Short Title of Act.

II. That in citing this Act it shall be sufficient to use the Expression "The *Eastern Union* Railway Amendment Act, 1851."

Power to Companies to enter into Agreements as to Rates to be paid for Use of certain Railways.

III. That it shall be lawful for the *Eastern Union* Railway Company, on the One Hand, and the *Eastern Counties*, the *London and Blackwall*, and the *Norfolk* Railway Companies, and the *Lowestoft* Railway and Harbour Company, jointly or severally, on the other Hand, to enter into and make any Agreement as to the Rates, Tolls, Charges, or other Consideration to be paid for or in respect of the Use by the said Companies respectively of the Railways, Portions of Railways, Stations, Harbour, Docks, Works, and Conveniences next herein-after mentioned, or either or any of them; (that is to say,)

So much of the *Eastern Counties* Railway as lies between the Terminus thereof at *Shoreditch* and the Junction thereof with the *Eastern Union* Railway at *Colchester*:

So much of the Undertaking of the *London and Blackwall* Railway Company as lies between the Junction thereof with the *Eastern Counties* Railway near *Bow* in *Middlesex* and the Terminus of the *London and Blackwall* Railway near *Fenchurch Street* in the City of *London*:

So much of the Undertaking of the *Norfolk* Railway Company as lies between the authorized Junction of the *Eastern Union* Railway with the *Norfolk* Railway at or near *Norwich* and the Terminus of the *Norfolk* Railway at *Great Yarmouth*:

The Railway belonging to the *Lowestoft* Railway and Harbour Company, and also the Harbour and Docks, with the Works and Conveniences thereto belonging, of the said last-mentioned Company:

And for the Interchange and Regulation of Traffic, whether of Passengers, Horses, Cattle, Minerals, or Goods, passing to or from the *Eastern Union* Railway, or any Railway under the Control of the *Eastern Union* Railway Company, from or to the other Railways or Portions of Railway and the Docks aforesaid, and for the booking of Passengers, Parcels, and Goods by the Clerks of the *Eastern Union* Railway Company, and

for Station Accommodation to such Clerks, and for the Accommodation of Passengers, the receiving and Deposit of Parcels and Packages, the warehousing of Goods, the Management and Regulation of Trains, and generally as to all Matters relating to the Management of Traffic, and also as to the Rules, Regulations, and Byelaws under and subject to which the same Railways and other Works respectively shall be so used, and as to any other Terms and Conditions concerning the Use of the same respectively, and also for the said Companies respectively from Time to Time to alter the Provisions of any such Agreement, and to substitute other Provisions instead thereof: Provided always, that no such Agreement shall tend to increase any of the Tolls, Rates, or Charges which any of the said Companies are now empowered to demand and receive, or to grant to any of the said Companies any fresh Power or Authority whereby the Convenience of the Public may be diminished.

Provision for facilitating the passing of Traffic along the Eastern Union and Eastern Counties Railways.

IV. That if at any Time or Times after the passing of this Act either the *Eastern Counties* Railway Company or the *Eastern Union* Railway Company shall so require, then, within Fourteen Days after a Notice in Writing by the Company so requiring, under the Hand of the Secretary, addressed to the other Company, and delivered to the Secretary, or left at the chief Office thereof, it shall be referred to Arbitration in the Manner provided by the Companies Clauses Consolidation Act, 1845, with respect to the Settlement of Disputes by Arbitration, to determine what Arrangements shall be made by the Two Companies or either of them for affording proper Facilities and Convenience for the Conveyance and all other Accommodation of Passengers, Animals, and Goods to be conveyed from the *Eastern Union* Railway or any Part thereof upon and along the *Eastern Counties* Railway between *London* and *Colchester* or any Part thereof, and from the *Eastern Counties* Railway between *London* and *Colchester* or any Part thereof upon and along the *Eastern Union* Railway or any Part thereof, and to determine the Terms and Conditions on which such Use, Conveyance, and Accommodation shall be afforded, and generally to determine all Matters incident to the Arrangements herein-before mentioned, or which may be necessary or expedient for giving Effect to the same; and such Reference shall be made and conducted in all respects according to the Provisions of the said Companies Clauses Consolidation Act; and the Award or Determination of the Arbitrator or Arbitrators or Umpire, as the Case may be, shall in every such Case be binding on the said Companies, and be carried into effect accordingly; and it shall be competent for such Arbitrator or Arbitrators or Umpire, as the Case may be, in and by any such Award, to order and direct the said Companies or either of them to do all such Acts as may be necessary or expedient for carrying the said Arrangements into effect, and also to award and

determine that for each and every wilful Default or Evasion thereof the Company in default shall pay to the other of such Companies such Sum or Sums of Money as and by way of liquidated Damages as he or they may appoint; and such Damages, if under Fifty Pounds, may be recovered in a summary Manner before Two Justices of the Peace for the County of *Essex*, or in any County Court of the same County, and if above Fifty Pounds may be recovered in any Court of competent Jurisdiction: Provided always, that nothing in this Act contained shall be held to authorize either of the said Companies respectively to run Locomotive Engines upon any Portion of the Line belonging to the other Company.

Certain Provisions as to Tolls and Charges authorized by 10 & 11 Vict. c. 174. repealed.

V. And whereas by the before-recited Act passed in the Tenth and Eleventh Years of the Reign of Her present Majesty, Cap. 174., the *Eastern Union* Railway Company are authorized to charge for the Use of their Railway, and for the Carriage of Passengers and Goods and Minerals thereon, certain Tolls, Rates, and Duties, subject to the Regulations and Restrictions in such Act contained: And whereas it is expedient that the said Tolls should be repealed: Be it therefore enacted, That all the Provisions, Matters, and Things in the said Act contained touching the Tolls, Rates, and Duties to be charged for the Use of the said Railway, or the Conveyance of Passengers, Goods, and Minerals thereon, shall be and the same are hereby repealed.

Power to take Tolls.

VI. That it shall be lawful for the said Company, from and after the passing of this Act, to demand any Tolls for the Use of their Railway not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandise.

1. In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, as follows:

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile not exceeding One Penny Farthing; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, and other Articles of Merchandise, *per* Ton *per* Mile not exceeding One Penny Farthing; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Sheet Iron, Hoop Iron, and all similar Descriptions of Wrought Iron, not exceeding One Penny Three Farthings; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile Twopence Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings:

For all Cotton, Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

And for every Carriage, of whatever Description, and not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per* Mile not exceeding Fivepence:

And a Sum of Twopence Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding Twopence:

Tolls for Passengers or Cattle.

2. In respect of Passengers and Animals conveyed in Carriages upon the Railway, as follows:

For any Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Penny:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, *per* Mile not exceeding Threepence Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Penny:

For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Penny:

For every Calf or Pig, Sheep, Lamb, or other small Animal, conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Farthing.

Tolls for propelling Power.

VII. That the Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed One Penny Farthing *per* Mile for each Passenger or Animal, or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Maximum Rates of Charges for Passengers:

VIII. That the maximum Rates of Charges to be made by the Company for the Conveyance of Passengers upon the Railway, including

including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, except Government Duty, shall not exceed the following Sums; (that is to say,)

For every Passenger conveyed in a First-class Carriage, the Sum of Threepence *per* Mile:

For every Passenger conveyed in a Second-class Carriage, the Sum of Twopence *per* Mile:

For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny Halfpenny *per* Mile.

For Cattle, Goods, &c.

IX. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charges to be made by the Company, including the Tolls for the Use of the Railway, and Waggons or Trucks, and locomotive Power, and every Expense incidental to such Conveyance (except Government Duty as aforesaid), shall not exceed the following Sums:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, the Sum of Fivepence *per* Mile:

For every Ox, Cow, Bull, or Head of Neat Cattle, the Sum of Twopence *per* Mile:

For every Calf, Pig, Sheep, or other small Animal, One Penny *per* Mile:

For every Carriage, the Sum of Sixpence *per* Mile:

For Coal, One Penny Farthing *per* Ton *per* Mile:

For all Dung, Compost, Salt for agricultural Purposes, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron and Bar Iron, the Sum of One Penny Halfpenny *per* Ton *per* Mile:

For all Sugar, Salt for domestic Purposes, Grain, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, the Sum of Threepence *per* Ton *per* Mile:

For all Cotton and other Wools, Drugs, and other manufactured Goods, the Sum of Fourpence *per* Ton *per* Mile:

For Sheet Iron, Hoop Iron, and all similar Descriptions of Wrought Iron, Twopence Halfpenny *per* Ton *per* Mile:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, the Sum of Fourpence *per* Ton *per* Mile:

Provided always, that the Company shall in no Case be required to convey on the Railway any Minerals or other Articles requiring a separate Truck or Waggon at a less Charge than Six Shillings.

X. That

Regulations as to maximum Rates, &c.

X. That the following Regulations shall apply to such maximum Rates and Charges:

The Company shall be at liberty to fix a minimum Charge of Ten Shillings to be taken for each Carriage and of Five Shillings for every Horse conveyed upon the Railway, notwithstanding the Charge for the Distance for which such Carriage or Horses respectively may be conveyed according to the Rates aforesaid may not amount to those Sums:

When Waggons are not provided by the Company for the Conveyance of Coal and the other Articles classed therewith, but by the Parties sending the same, a Reduction of One Eighth of a Penny *per* Ton *per* Mile shall be made from the before-mentioned Rates:

Provided always, that when Coal or any of the Articles classed therewith shall be carried along the Railway for a less Distance than Fifteen Miles, it shall be lawful for the Company to charge an additional Halfpenny *per* Ton *per* Mile in respect thereof: Provided also, that it shall be lawful for the Company to demand and take, in addition to the Tolls, Rates, and Charges which are herein-before authorized, a reasonable Sum for the loading, unloading, and covering, and for the Delivery and Collection of Goods, and other Services incidental to the Business of a Carrier, where such Services respectively shall be performed by the Company, and a further reasonable Sum for Warehousing and Wharfage, and for any other extraordinary Services which may be reasonably and properly performed by the Company in relation to such Goods.

Regulations as to the Tolls

XI. That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; that is to say,

For Articles or Persons conveyed on the Railway for a less Distance than Six Miles, the Company may demand Tolls and Charges as for Six Miles:

For a Fraction of a Mile beyond Six Miles or beyond any greater Number of Miles the Company may demand Tolls and Charges as for One Mile:

For any Passenger conveyed along any Part of the Railway by an Express Train, or in a First-class Carriage by every other Train, any fractional Part of Sixpence may be charged as Sixpence; and for any Passenger conveyed in a Second-class Carriage by any Train other than an Express Train, any fractional Part of Fourpence may be charged as Fourpence:

For a Fraction of a Ton the Company may demand Toll according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton;

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, or Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

XII. And with respect to small Packages, and single Articles of great Weight, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage (over the whole or any Part of the Line) of small Parcels not exceeding Fourteen Pounds in Weight, Sixpence:

For any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, One Shilling:

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

For Parcels exceeding Fifty-six Pounds and not exceeding Five hundred Pounds in Weight, the Company may demand any Sum which they think fit: Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, Bob, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they from Time to Time may think fit, not exceeding Sevenpence *per* Ton *per* Mile:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, or which, on account of the Length thereof, may require more than One Carriage, the Company may demand such Sum as they think fit.

Passengers Luggage.

XIII. That every Passenger travelling upon the Railway in a First-class Carriage may take with him his ordinary Luggage not exceeding One hundred and twelve Pounds in Weight, and every Passenger travelling in a Second-class Carriage may take with him his ordinary Luggage not exceeding Sixty Pounds in Weight, and every Passenger travelling in a Third-class Carriage may take with him his ordinary Luggage not exceeding Forty Pounds in Weight, without any Charge being made for the Carriage.

XIV. That

Restriction as to Charges not to apply to Special Trains.

XIV. That the Restriction as to the Charges to be made for Passengers shall not extend to any special or extra Trains that may be required to run upon the Railway, but shall apply only to the ordinary Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway.

Company may take increased Charges by Agreement.

XV. That nothing herein contained shall be held to prevent the Company from taking any increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance thereof by Passenger or other Trains, or by reason of any other special Service performed by the Company in relation thereto.

Tolls on Stowmarket Navigation.

XVI. That it shall be lawful for the *Eastern Union* Railway Company, during the Continuance of their Lease of the said *Stowmarket* Navigation and Appurtenances, to demand, receive, and recover, for the Use of the said Navigation and Works, any Rates of Tonnage not exceeding the Rates following; that is to say,

For all Corn and other Grain, One Penny Halfpenny *per* Ton *per* Mile:

For Coal and all other Goods, the Sum of One Penny *per* Ton *per* Mile:

Provided always, that nothing in the said recited Acts relating to the said Navigation or in this Act contained shall enable the said Company to demand or take Tolls in respect of empty Barges or Boats using the said Navigation, or to demand or take Tolls for a greater Amount of Lading than shall be actually contained in and conveyed by any Barge or Boat using the said Navigation; and all the Powers and Authorities contained in or conferred by the said recited Act (Local and Personal) of the Ninth and Tenth Years of the Reign of Her present Majesty, for the collecting, receiving, and recovering of such Rates of Tonnage, shall be applicable and shall apply to the Rates authorized by this Act.

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

XVII. That it shall not be lawful for the *Eastern Union* Railway Company, out of any Money by the said recited Acts authorized to be raised for the Purposes of such Acts, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament, now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the said Company to construct any other Railway or execute any other Work or Undertaking.

XVIII. And

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., and 9 & 10 Vict. cc. 57. & 105.

XVIII. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of Mails by Railway*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said 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 the Reign of Her said 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 Two Acts were passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her present Majesty, the one intituled *An Act for regulating the Gauge of Railways*, and the other intituled *An Act for constituting Commissioners of Railways*: Be it enacted, That nothing in this Act contained shall be held to exempt the said Company or their said Railways from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railways, so far as the same shall be applicable thereto.

Railways not exempt from Provisions of future General Acts.

XIX. That nothing herein contained shall be deemed or construed to exempt the Railways by this or the said recited Acts authorized to be made, or the said Company, from the Provisions of any General Act 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, or to the Conveyance of small Parcels by Railways, 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 by the said recited Acts.

Expenses of Act.

XX. That all the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, or preparatory or incident thereto, shall be paid and discharged out of the Funds of the Company.

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