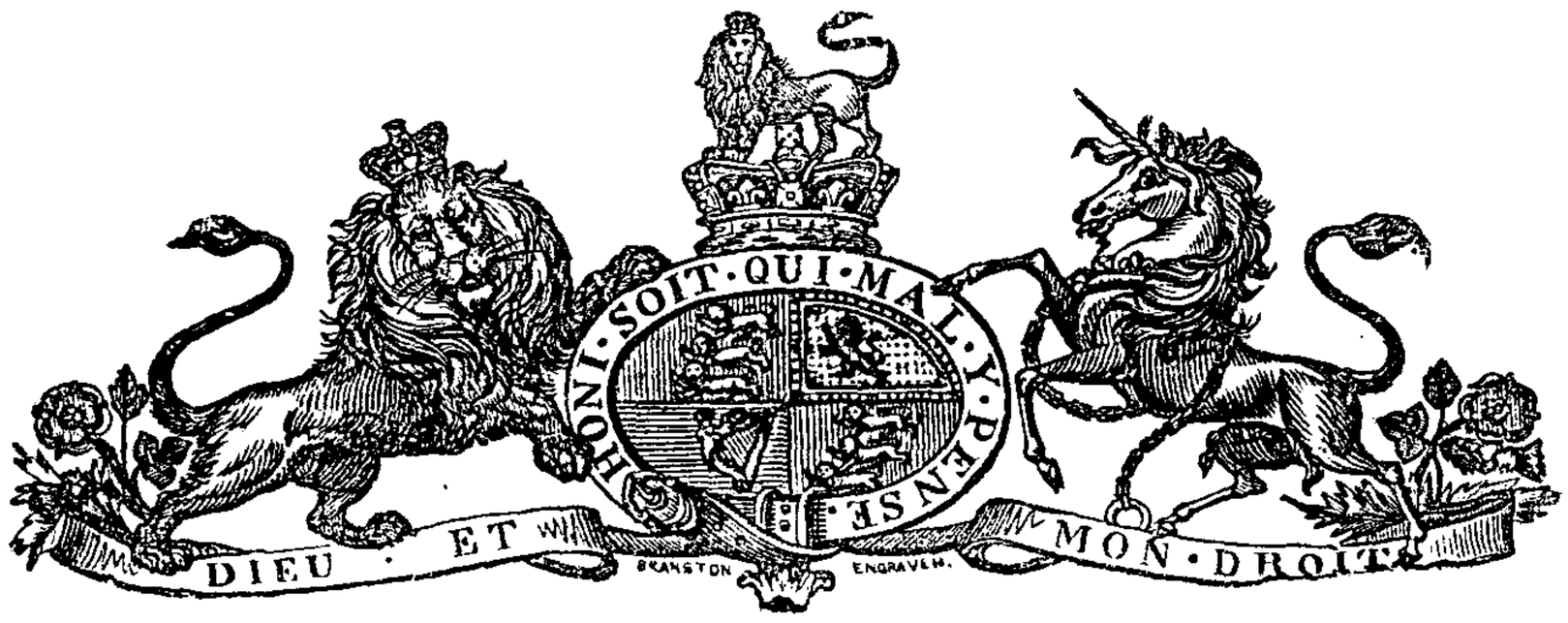


ANNO DECIMO NONO & VICESIMO

VICTORIÆ REGINÆ.

***

Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

8 & 9 Vict. cc. 16., 18., and 20. incorporated.

I. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," are hereby incorporated with and shall form Part of this Act.

Short Title.

II. In citing this Act for any Purpose, it shall be sufficient to use the Expression "The *Lowestoft and Beccles* Railway Act, 1856."

Interpretation of Terms.

III. Where in this Act the Words "the Company" occur, the same means the Company incorporated by this Act; and where the Word "Railway" occurs, the same includes the Railway, Stations, Works, and Conveniences connected therewith by this Act authorized to be made, unless there be something in the Subject or Context repugnant to such Construction.

Subscribers incorporated

IV. *Robert Cook Fowler*, *John Crisp* the younger, *Thomas Lucas*, *Edward Leathes*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway; and such Company shall be incorporated by the Name of "The *Lowestoft and Beccles* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have a Common Seal, and Powers to sue and be sued, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking within the Restrictions contained in this Act and the Acts incorporated herewith.

Capital.

V. The estimated Cost of the Railway being Seventy-seven thousand five hundred Pounds, the Capital of the Company shall be Eighty thousand Pounds.

Shares.

VI. The Number of Shares into which the Capital shall be divided shall be Eight thousand, and the Amount of each Share shall be Ten Pounds.

Calls.

VII. Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Two Months at the least shall be the Interval between successive Calls, and Two Third Parts of the Amount of a Share shall be the utmost aggregate Amount of Calls to be made in any One Year upon any Share.

VIII. The

Power to borrow on Mortgage.

VIII. The Company may borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of Twenty-three thousand Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Eighty thousand Pounds shall have been subscribed for and One Half thereof shall been actually paid up.

Application of Capital.

IX. The Monies by this Act authorized to be raised, whether by Shares, Mortgage, or Bond, shall be applied only in carrying into execution the Objects and Purposes of this Act.

Arrears may be enforced by Appointment of a Receiver.

X. The Mortgagees of the Company may enforce the Payment of the Arrears of Interest, or the Arrears of Principal and Interest due on such Mortgages, by the Appointment of a Receiver, and in order to authorize the Appointment of such Receiver in the event of the Interest or Principal Monies due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Three thousand Pounds in the whole.

First and other Meetings.

XI. The First Ordinary Meeting of the Company shall be held within Three Months next after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held in the Months of *March* and *September* in every Year.

Number and Qualification of Directors.

XII. Subject to the Provisions herein contained for reducing the Number of Directors, the Number of Directors shall be Eight, and the Qualification of a Director shall be the Possession in his own Right of Twenty-five Shares in the Undertaking.

Power to reduce the Number of Directors.

XIII. It shall be lawful for the Company from Time to Time to reduce the Number of Directors, provided that the Number shall never be less than Four.

First Directors to continue in Office until First Meeting after passing of Act.

XIV. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the First Ordinary Meeting to be held in every Year thereafter the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," and in this Act mentioned, and the several

Persons

Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by "The Companies Clauses Consolidation Act, 1845," and by this Act, or either of them.

First Directors of Company.

XV. *Robert Cook Fowler*, *John Crisp* the younger, *Thomas Lucas*, *Edward Leathes*, *James Peto*, *Frederick Morse*, *George Fenn*, and *George Sead Gowing* shall be the First Directors of the Company.

Quorum.

XVI. A Quorum of a Meeting of Directors shall be Three.

Quorum of Committee.

XVII. The Quorum of any Committee of Directors shall be Two.

Newspaper for Advertisements.

XVIII. The Newspaper in which Advertisements relating to the Affairs of the Company are to be inserted shall be some Newspaper published in the County of *Suffolk*.

Power to make Railway according to deposited Plans.

XIX. It shall be lawful for the Company, subject to the Provisions in this and the incorporated Acts contained, and to the Powers of Deviation authorized by such last-mentioned Acts, to make and maintain the Railway, with all proper Stations, Works, and Conveniences connected therewith, in the Line or Course and upon the Lands delineated on the said Plan, and described in the said Book of Reference, and according to the Levels described on the said Section, and the Company may enter upon, take, and use such of the said Lands delineated on the said Plan and described in the said Book of Reference as shall be necessary for all or any of such Purposes.

Description of Railway.

XX. It shall be lawful for the Company to make, complete, and maintain the Railway following, with all proper Stations, Works, and Conveniences connected therewith; that is to say, a Line of Railway commencing by a Junction in the Parish of *Beccles* in the County of *Suffolk* with the *East Suffolk* Railway, at or about a Point on the *East Suffolk* Railway where a level Crossing on *Beccles Common* for a Road or Tractway crosses the *East Suffolk* Railway, and terminating in the Parish of *Lowestoft* in the said County, in a Piece of Land near to *Saint John's* Church and School, Part of the Lands called *Lamp Lands*, now belonging to the *Lowestoft* Improvement Commissioners, and commonly called *Nine South End Piece*, and now in the Occupation of *Charles Hickleton*.

Certain Roads may be crossed on a Level.

XXI. The following public Roads, being numbered on the deposited Plans as follows, may be crossed by the Railway on the Level with the

the Number of Lines of Railway herein-after specified; (that is to say,)

Number on Plan.	Parish.	Number of Lines of Railway which may be laid down.
28.	Worlingham Saint Mary -	Two Lines of Railway.
47.	North Cove - - -	Two Lines of Railway.
96.	Carlton Colvile - - -	Two Lines of Railway.
90.	Carlton Colvile - - -	Two Lines of Railway.
20.	Carlton Colvile - - -	Two Lines of Railway.
12.	Carlton Colvile - - -	Two Lines of Railway.

Company to erect a Station or Lodge at Points of Crossing.

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

Board of Trade may require Bridges instead of level Crossings.

XXIII. The Board of Trade (if it shall appear to them necessary for the Public Safety, at any Time either before or after the Railway hereby authorized to be made shall have been completed and opened for public Traffic,) may require the Company within such Time as the Board of Trade shall direct, and at the Expense of the Company, to carry any or either of the herein-before mentioned Roads either under or over the Railway, by means of a Bridge or Arch, instead of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade the best adapted for removing or diminishing the Danger arising from any such level Crossing.

Land for extraordinary Purposes.

XXIV. The Quantity of Land to be purchased by the Company for the extraordinary Purposes mentioned in the said Railways Clauses Consolidation Act shall not exceed Three Acres.

Powers for compulsory Purchases limited.

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

Period for Completion of Works.

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

Deposits in Court of Chancery to be forfeited to the Crown on a certain Event.

XXVII. Whereas pursuant to the Standing Orders of both Houses of Parliament and to an Act of the Ninth and Tenth Years of Her present Majesty, Chapter Twenty, a Sum of Five thousand eight hundred and fourteen Pounds, being One Tenth Part of Three Fourths of the Amount of the estimated Expense of the Railway authorized by this Act, has been deposited with the Court of Chancery in *England* pursuant to the same Act, in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said last-recited Act, the said Sum of Five thousand eight hundred and fourteen Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as hereafter mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer; and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*: Provided, that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Five thousand eight hundred and fourteen Pounds shall have been executed by the Company, with One or more Sureties (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved

approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury), conditioned for Payment to Her Majesty, Her Heirs and Successors, of the said Sum of Five thousand eight hundred and fourteen Pounds if the Company shall not, within the Time limited for the Completion of the said Railway, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividends thereof would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

No Deviation at Eastern Terminus without Consent of the Admiralty.

XXVIII. No Deviation of the Railway from the continuous centre Line of Way at the Eastern Terminus shall take place towards the Water Frontage of the Harbour of *Lowestoft* without the previous Consent of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or of the Commissioners for executing the Office of Lord High Admiral, to be signified in Writing under the Hand of the Secretary of the Admiralty, and then only in accordance with the Terms of such Consent.

Admiralty may order local Survey at Expense of Company.

XXIX. 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 or navigable Water or 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

Costs of Suit, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Works affecting tidal Waters abandoned may be removed by the Admiralty at the Expense of the Company.

XXX. If any Work to be constructed by the Company in, under, over, through, or across any tidal Water or navigable River, or if any Portion of any Work which affects or may affect 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.

Tolls.

XXXI. It shall be lawful for the Company to demand any Tolls for the Use of the Railway, not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandise.

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; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Farthing:

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, Rod Iron, Bar Iron, Hoop Iron, and other similar Descriptions of Wrought Iron and Iron Castings, not manufactured into Utensils or other Articles of Merchandise, *per* Ton *per* Mile not exceeding Three Halfpence; 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 not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings:

For all Cotton or other Wool, Drugs, manufactured Goods, and 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, 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 not belonging to the Company, *per* Mile not exceeding Sixpence, and a like Sum of One Penny 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.

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

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and 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 *per* Mile not exceeding One Penny:

For every Calf or Pig, Sheep or 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 *per* Mile not exceeding One Farthing.

Tolls for propelling Power.

XXXII. The Tolls which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed One Penny *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.

Regulations as to Tolls.

XXXIII. The following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For Articles or Persons (excepting Third-class Passengers) conveyed on the Railway for a less Distance than Three Miles, the Company may demand the Tolls and Charges herein-before prescribed as for Three Miles:

For a fractional Part of a Mile beyond Three Miles, or beyond any greater Number of Miles, the Company may demand Tolls on Merchandise for such Fraction in proportion to the Number of Quarters of a Mile contained therein; and if there be a Fraction of a Quarter of a Mile, such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers, every Fraction

of a Mile beyond an integral Number of Miles shall be deemed a Mile:

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

With respect to 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, and 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.

XXXIV. And with respect to small Parcels and single Articles of great Weight, the Company, notwithstanding the Rate of Toll prescribed by this Act, may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels on the Railway, or any Part thereof, as follows:

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

For any Parcel exceeding Seven Pounds and not exceeding Fourteen Pounds in Weight, Sixpence:

For any Parcel exceeding Fourteen Pounds and not exceeding Twenty-eight Pounds in Weight, Eightpence:

For any Parcel exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds in Weight, One Shilling:

And for any Parcel exceeding Fifty-six Pounds in Weight, but 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 several 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, 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 think fit, not exceeding Sixpence *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, the Company may demand such Sum as they think fit.

XXXV. Every

Passengers Luggage.

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

Maximum Rate of Charge for Passengers.

XXXVI. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the Railway, including the Tolls for the Use of the Railway and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums:

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 Animals and Goods.

XXXVII. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charge, including the Tolls for the Use of the Railway and of Waggons or Trucks and locomotive Power, and every Expense incidental to such Conveyance, (except the loading and unloading of Goods when such Service is performed by the Company,) shall not exceed the Sums following:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, the Sum of Fourpence *per* Mile:

For every Calf, Pig, Sheep, Lamb, or other small Animal, the Sum of Three Farthings *per* Mile:

For Carriages, the Sum of Sixpence *per* Mile:

For all Dung, Compost, and all Sorts of Manure, Lime, and Limestone, and all undressed Materials for the Repair of Public Roads or Highways, the Sum of One Penny Halfpenny *per* Ton *per* Mile:

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, Rod Iron, Bar Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils, or other Articles of Merchandise, the Sum of One Penny *per* Ton *per* Mile:

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, 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, manufactured Goods, and all other Wares and Merchandise, Fish, Articles, Matters, or Things, the Sum of Fourpence *per* Ton *per* Mile.

As to Charges for Carriage of Cattle, &c.

XXXVIII. Provided always, That with respect to Cattle and Sheep, when a Waggon or Truck for the Carriage of Cattle or Sheep shall be engaged by One Party, it shall not be lawful for the Company to Charge any greater Sum, including all the Charges aforesaid, than One Shilling *per* Mile for every Waggon or Truck capable of containing Six Cattle or Thirty Sheep.

Power to charge extra for Goods by Agreement with the Owners.

XXXIX. Notwithstanding anything in this Act contained, it shall be lawful for the Company, and they are hereby authorized and empowered, by Agreement with the Owner or Owners of or Person or Persons in charge of Goods of any Description, to take and receive, and in such Case to demand and recover, either in respect of the Conveyance of such Goods (other than small Parcels) by Passenger Trains, and in respect also of small Parcels by Express Trains, or by reason of any other special Service performed by the Company in relation thereto, any increased Rate or Charge over and above the Rates and Charges by this Act limited or authorized to be received and taken for or in respect of any such Goods.

Restriction as to Charges not to apply to Special Trains.

XL. The Restrictions as to the Charges to be made for Passengers shall apply to the Ordinary and Express Trains from Time to Time appointed, but shall not extend to any Special Train.

Power to Company to enter into Agreement with the East Suffolk Railway Company.

XLI. The *East Suffolk* Railway Company and the Company may from Time to Time enter into Agreements with respect to the following Purposes, or any of them; (that is to say,)

The Use and Working by the *East Suffolk* Railway Company of all or any Part of the Railway of the Company, and the Use of the Works and Conveniences belonging thereto:

The Conveyance by the *East Suffolk* Railway Company of the whole or any Part of the Traffic upon the said Railway:

The Division and Apportionment of such Traffic between the said Companies respectively:

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

The Use or Purchase by the *East Suffolk* Railway Company of the Rolling or Working Stock belonging to the Company, or any Part thereof:

The Management, Maintenance, and Repair of the Railway:

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

The Forwarding, Interchange, and Transmission upon or over the respective Railways of the said Companies of any Passenger or other Traffic which may be conveyed upon and from the Railways of the *East Suffolk* Railway Company to and along the Railway, or any Part thereof, or which may be conveyed upon and along the Railway to and along the *East Suffolk* Railway, or any Part thereof:

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

The fixing of the Tolls, Rates, and Charges to be levied or taken by the said Companies, or either of them, in respect of the Traffic conveyed over their respective Railways, or any Part thereof respectively, not exceeding the maximum Tolls, Rates, and Charges authorized by the Acts of Parliament relating to such Railways respectively:

The Collection, taking, and levying of the said Tolls, Rates, and Charges:

The Division between the said Companies of the Receipts arising from the Traffic upon their respective Railways, or any Part thereof respectively, subject to any Deductions to be made therefrom, or any Rent or other Consideration to be paid by either of the said Companies to the other of them by virtue of the said Agreements.

Agreements to be approved by Board of Trade;

but not to affect Persons not Parties thereto.

XLII. Any such Agreement shall not be for more than Ten Years, and no such Agreement shall have any Operation until the same shall have been approved of by the Board of Trade; and no such Agreement as aforesaid shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the said Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or Persons or any other Company; but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railways to which the said Agreement may relate upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges as they would have been in case no such Agreement had been entered into: Provided always, that the said Board shall not approve such Agreement without being satisfied that the same has been duly assented to by the Shareholders of the said Companies Parties thereto in Special Meeting assembled for that Purpose as herein-after required.

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

XLIII. At the Expiration of the said Agreement or of any future Agreement, the said Companies with the Consent in Special Meeting of the Shareholders of such Companies respectively, as herein-after required, and subject to the Approval of the Board of Trade, may from Time to Time enter into an Agreement for not more than Ten Years

Public Notice to be given of the Intention to enter into Agreements.

Years from the Expiration of the preceding Agreement for all or any of the Purposes aforesaid: Provided, that before such Companies shall enter into any such further Agreement as aforesaid they shall give Notice of their Intention to enter into such Agreement by Advertisement, in a Form to be approved of by the Board of Trade, inserted once in each of Three successive Weeks in some Newspaper published or circulating in each County in which any Part of the Railway or Railways to which such proposed Agreement relates is situated; and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Agreement, and desiring to object thereto, may bring such Objections before the Board of Trade; and no such Agreement shall be valid at Law or in Equity until the same shall have been approved of by the Board of Trade.

Agreement inoperative until approved by Board of Trade.

Working Arrangements, &c. not to take effect unless approved by Three Fifths of the Shareholders.

XLIV. None of the Powers and Provisions of this Act with respect to the Use, working, or managing of the Railway hereby authorized by the *East Suffolk* Railway Company (or with respect to the Interchange of Traffic between the Company and the *East Suffolk* Railway Company), shall have any Operation or Effect unless and until the Contracts or Arrangements intended to be made for such Purposes respectively shall have been submitted to and approved by a Majority of not less than Three Fifths of the Votes of the Shareholders present, personally or by Proxy, at a Meeting of the Companies Parties to such Agreement specially convened for that Purpose.

Meeting, how to be convened.

XLV. Such Meeting shall be called by Advertisement inserted once at least in Two successive Weeks in a Morning Newspaper published in *London*, and in some Newspaper of the County in which the principal Office of the Company Party to such Contract or Arrangement is situate, the last of which Avertisements shall be published not less than Seven Days before such Meeting, and also by a Circular addressed to each Shareholder entitled to vote at Meetings of the Company, to be served in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices requiring to be served by the Company upon the Shareholders.

Provisions as to Tolls, &c. during Continuance of Agreement.

XLVI. In estimating the Tolls or Charges to be paid during the Continuance in force of any such Contract or Agreement as aforesaid, in respect of Articles or Persons conveyed for short Distances partly upon the *East Suffolk* Railway and partly upon the Railway by this Act authorized, the last-mentioned Railway shall be deemed to be Part of the *East Suffolk* Railway.

Interest not to be paid on Calls paid up.

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

by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein-before contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1855," in that Behalf contained.

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

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

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

XLIX. Nothing herein contained shall be deemed or construed to exempt the Railway from the Provisions of any General Act relating to this Act, 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 of the Rates for small Parcels.

Expenses of Act.

L. All the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, or preparatory or incident thereto, shall be paid by the Company.

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