ANNO VICESIMO OCTAVO & VICESIMO NONO

VICTORIÆ REGINÆ.

****

Cap. cclvi.

An Act for incorporating the *South Northumberland* Railway Company, and authorizing them to make and maintain the *South Northumberland* Railway; and for other Purposes. [5th *July* 1865.]

WHEREAS the making and maintaining of a Railway from a Junction with the authorized Line of the *Wallbottle* Branch of the *Blyth and Tyne* Railway, near *Butterlaw* in the Parish of *Newburn*, to *Dyke House* in the Parish of *Stamfordham*, as herein-after described, would be of local and public Advantage: And whereas the Persons herein-after named, with others, are willing at their own Expense to carry the said Undertaking into execution if authorized so to do, and are desirous of being incorporated into a Company for that Purpose: And whereas it is expedient that the Company hereby incorporated (and herein-after called "the Company") on the one hand, and the *Blyth and Tyne* Railway Company on the other hand, should be empowered to enter into such Arrangements as are herein-after mentioned with respect to the Railway and Works by this Act authorized: And whereas Plans and Sections of the proposed Railway showing the Line and Levels thereof, and the Lands which may be taken for the Purposes of this Act, and also

The South Northumberland Railway Act, 1865.

Books of Reference to the Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands, have been deposited with the Clerk of the Peace for the County of *Northumberland*, and those Plans, Sections, and Books of Reference are in this Act referred to as the deposited Plans, Sections, and Books of Reference: And whereas the Objects of this Act cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and of the Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

Short Title.

1. This Act may be cited for all Purposes as "The *South Northumberland* Railway Act, 1865."

8 & 9 Vict. cc. 16. 18. & 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. cc. 92. & 118. incorporated.

2. "The Companies Clauses Consolidation Act, 1845," and Part I. (relating to Cancellation and Surrender of Shares) of "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to Construction of a Railway) and Part III. (relating to Working Agreements) of "The Railways Clauses Act, 1863," (save so far as any of the Sections and Provisions of those Acts and Parts respectively are by this Act expressly varied or excepted,) are incorporated with this Act.

Same Meaning to Words in incorporated Acts as in this Act.

3. The Expression "the Railway" used in this Act means the Railway and Works by this Act authorized; the Expression "Superior Courts" or "Court of competent Jurisdiction," or any other like Expression in this Act or any Act incorporated herewith, shall be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute; the Words "Share" and "Shareholders" shall include, where requisite, Stock and Stockholders; the Word "Traffic" has the Meaning assigned to that Word by "The Railway and Canal Traffic Act, 1854;" and the several other Words and Expressions to which by the Acts in whole or in part incorporated with this Act Meanings are assigned have in this Act the same respective Meanings, unless there be in the Subject or Context something repugnant to or inconsistent with such Construction.

Subscribers incorporated.

4. Sir *Edward Blackett* Baronet, *Richard Hodgson*, *John Frederick Bigge*, *Thomas James*, *John Hodgson Hinde*, and all other Persons and Corporations who have already subscribed or shall hereafter

after subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, are by this Act united into a Company for the Purpose of making and maintaining the Railway to be called "The *South Northumberland* Railway," and for other the Purposes of this Act, and for such Purposes are by this Act incorporated by the Name of "The *South Northumberland* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes but subject to the Restrictions of this Act, and to put this Act in all respects into execution.

Capital, &c.

5. The Capital of the Company shall be Sixty thousand Pounds in Six thousand Shares of Ten Pounds each.

Calls.

6. Two Pounds Ten Shillings *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall intervene between successive Calls, and Three Fourths of the Amount of a Share shall be the utmost aggregate Amount of the Calls to be made in any One Year upon such Share.

Shares not to issue until One Fifth paid up.

7. It shall not be lawful for the Company to issue any Share, nor shall any Share vest in the Person accepting the same, unless and until a Sum not being less than One Fifth Part of the Amount of such Share shall have been paid up in respect thereof.

Power to borrow on Mortgage.

8. The Company may borrow on Mortgage any Monies not exceeding in the whole Twenty thousand Pounds, but no Part thereof shall be borrowed until the whole of the Capital of Sixty thousand Pounds shall have been subscribed for or taken *bonâ fide*, and One Half thereof shall have been actually paid up, and until they shall prove to the Justice who is to certify under the Provisions contained in the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," (before he so certifies,) that Shares for the whole of the Capital have been issued or taken *bonâ fide*, and that One Half of such Capital has been paid up, and that not less than Twenty *per Centum* has been paid on account of each separate Share before or at the Time of the Issue or Acceptance thereof, and that such Shares are *bonâ fide* held by Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable, of which Proof having been given the Certificate of such Justice under that Section shall be sufficient Evidence.

Arrears may be enforced by Appoint-

9. The Mortgagees of the Company may enforce the Payment of the Arrears of Principal and Interest due on their Mortgages by the Appointment

ment of Receiver.

Appointment of a Receiver, and the Amount to authorize a Requisition for a Receiver shall be Two thousand Pounds.

Application of Monies.

10. All Monies raised under this Act, whether by Shares or by borrowing, shall be applied only for the Purposes of this Act.

First and subsequent General Meetings.

11. The First Ordinary Meeting of the Company shall be held within Six Months next after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held twice in every Year, in the Months of *February* or *March* and *August* or *September*, as the Directors may appoint.

Quorum of General Meetings.

12. The Quorum of General Meetings of the Company shall be Ten Shareholders present personally or by proxy, holding in the aggregate not less than Two thousand Pounds in the Capital of the Company.

Number and Qualification of Directors.

13. The Number of the Directors shall not be more than Seven or less than Three, and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Capital of the Company.

Quorum of Directors.

14. The Quorum of a Meeting of Directors shall be Three, and Two if the Number is reduced to Three.

First Directors.

15. Sir *Edward Blackett* Baronet, *Richard Hodgson*, *John Frederick Bigge*, *Thomas James*, and *John Hodgson Hinde* shall be the First Directors of the Company.

Election of Directors at First Ordinary Meeting.

16. 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.

Subsequent Election of Directors.

17. At the First Ordinary Meeting in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected the Shareholders present, personally or by proxy, shall elect Persons to supply the Places of the Directors then retiring from Office in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf; and the several Persons elected at any such Meeting, being neither removed nor disqualified

nor

nor having died or resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said last-mentioned Act.

Powers for compulsory Purchases limited.

18. 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 Three Years after the passing of this Act.

Lands for extraordinary Purposes.

19. The Company, by Agreement, from Time to Time may purchase any Quantity of Land not exceeding in the whole Fifteen Acres for any of the extraordinary Purposes specified in "The Railways Clauses Consolidation Act, 1845," incorporated with this Act.

Period for Completion of Works.

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

Power to make Works authorized by Act.

21. Subject to the Provisions of this Act and of the Acts and Parts of Acts incorporated herewith, the Company from Time to Time may make and maintain the Railway and Works by this Act authorized in the Lands shown on the deposited Plans, and specified in the deposited Books of Reference, and, so far as the Lines and Levels thereof are shown on the deposited Plans and Sections, may make and maintain the same in accordance with the Lines and Levels so shown, and may enter upon, take, and use such of the said Lands as may be necessary for the Purpose.

Works authorized by Act.

22. The Railway and Works by this Act authorized to be made and maintained by the Company comprise the following Railway, with all proper and sufficient Stations, Approaches, Works, and Conveniences connected therewith; (that is to say,)

A Railway commencing in the Township of *Whorlton* (*East* and *West*) in the Parish of *Newburn* in the County of *Northumberland* by a Junction with the authorized Line of the *Wallbottle* Branch (from *Gosforth Colliery* to *Lough Bridge*) of the *Blyth and Tyne* Railway, authorized by "The *Blyth and Tyne* Railway Amendment Act, 1861," at a Point thereon near *Butterlaw*, and terminating in the Township of *Heugh* in the Parish of *Stamfordham* in the County of *Northumberland* at or near a certain Place called "*Dyke House*."

Inclination of certain Roads.

23. The Company may make the Road next herein-after mentioned, when altered for the Purposes of this Act, of any Inclination not steeper

steeper than the Inclination herein-after mentioned in connexion with that Road:

No. on Plan.	Parish.	Description of Road.	Inclination of Road.
11	Heddon-on-the-Wall	Public Road - -	1 in 11 on one Side and level on the other.

Span of certain Bridges under Railway.

24. The Span of the Arches or Girders of the Bridges or Viaducts for carrying the Railway over the Roads next herein-after mentioned may be of the respective Dimensions mentioned in connexion with those Roads:

No. on Plan.	Parish.	Description of Road.	Proposed Span.
30	Ovingham - -	Public Road - -	15 Feet.
4	Stamfordham -	Public Road - -	15 Feet.

Restrictions as to Transfer of certain Monies deposited pursuant to Standing Orders.

25. And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Four thousand five hundred and sixty Pounds, being Eight *per Centum* upon Fifty-seven thousand Pounds, the Amount of the Estimate of the Railway by this Act authorized, has been deposited with the Court of Chancery in *England* in respect to the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Sum so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order 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, open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of 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 Capital; and if the said Period shall expire before the Company shall either have opened the Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Board of Trade, the said Sum so deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the

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 shall have been executed by the Company, with One or more Surety or Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum if the Company shall not, within the Time limited for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade 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 the said Sum so deposited as aforesaid, and the Interest and Dividends thereof, shall be paid and transferred to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce a 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 so deposited as aforesaid would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Board of Trade that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls for Goods, &c.

26. 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,)

First. In respect of the Tonnage of all Articles conveyed thereon, or on any Part thereof, as follows:

For all Coals, Cinders, 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

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

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

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, 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 One Penny:

For all Cotton and other 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 having more than Two Wheels, 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 belonging to the Company, *per* Mile not exceeding Sixpence, and a further Sum of One Penny Halfpenny for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh.

Tolls for Passengers and Cattle.

Second. 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, *per* Mile not exceeding Fourpence; and for One Ox, Cow, Bull, or Neat Cattle, not exceeding Twopence *per* Mile; and for Two Oxen, Cows, Bulls, or Neat Cattle, the Property of the same Person, not exceeding Twopence *per* Head *per* Mile; and for more than Two Oxen, Cows, Bulls, or Neat Cattle, the Property of the same Person, not exceeding One Penny Halfpenny *per* Head *per* Mile; and if conveyed in or upon any Carriage belonging

belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

For every Calf, Pig, Sheep, Lamb, or other small Animal, *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 Penny Halfpenny.

Tolls for propelling Power.

27. 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.

Maximum Rates of Charge for Passengers.

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

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

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

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

Restriction as to Charges not to apply to Special Trains.

29. Provided always, That the Restriction as to Charges to be made for Passengers shall not extend to any Special Train that may be required to be run upon the Railway, but shall apply only to the Ordinary or Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers upon the Railway.

Passengers Luggage.

30. Every Passenger travelling upon the Railway may take with him his ordinary personal Luggage, not exceeding One hundred and twenty 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 Rates of Charge for Cattle.

31. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rate of Charge 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

incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading of Goods at any Terminal Station of such Railway, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the Company, shall not exceed the following Sums; (that is to say,)

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

For One Ox, Cow, Bull, or Neat Cattle, Threepence *per* Mile; and for Two or Three Oxen, Cows, Bulls, or Neat Cattle, the Property of the same Person, Twopence *per* Head *per* Mile; and for more than Three Oxen, Cows, Bulls, or Neat Cattle, the Property of the same Person, One Penny Halfpenny *per* Head *per* Mile:

For every Calf, Pig, Sheep, Lamb, and other small Animal, Three Farthings *per* Mile:

For every Carriage not exceeding a Ton, Sixpence *per* Mile, and a further Sum of One Penny Halfpenny for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh:

For Manure and other Articles herein-before classed therewith, One Penny Halfpenny *per* Ton *per* Mile:

For Coke and other Articles herein-before classed therewith, Twopence *per* Ton *per* Mile:

For Sugar and other Articles herein-before classed therewith, the Sum of Threepence *per* Ton *per* Mile:

For Cotton and other Goods and Articles herein-before classed therewith, the Sum of Fourpence *per* Ton *per* Mile.

Regulations as to Tolls.

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

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

For a Fraction of a Mile beyond Four Miles, or beyond any greater Number of Miles, the Company may demand Tolls and Charges for Passengers as for One Mile; and for a fractional Part of a Quarter of a Mile the Company may demand Tolls and Charges for Animals, Minerals, and Goods as for a Quarter of 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 single Articles of great Weight.

33. Notwithstanding the Rate of Tolls prescribed by this Act, the Company may, with respect to small Packages not exceeding Five hundred Pounds in Weight, and single Articles of great Weight or Bulk, lawfully demand a Toll not exceeding the 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, Sixpence:

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

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

And for any Parcel exceeding Fifty-six Pounds in Weight and not exceeding Five hundred Pounds in Weight the Company may demand any Sum which they may 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, or other single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall be less than Four Tons, the Company may demand such Sum as they think fit, not exceeding Fourpence *per* Ton *per* Mile:

For the Carriage of any 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 be Four Tons or more, 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:

For any light Piece of Machinery or other Article requiring One whole Truck or more than One Truck the Company may charge Sixpence *per* Truck *per* Mile.

Terminal Station.

34. No Station is to be considered a Terminal Station in regard to any Goods conveyed on the Railway which have not been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered thereat to the Consignee.

Company may take increased Charges by Agreement.

35. Provided always, 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, except small Parcels, by Passenger Trains, or by reason of any other special Service performed by the Company in relation thereto.

Working Arrangements between Company and the Blyth and Tyne Railway Company.

36. The Company on the one hand, and the *Blyth and Tyne* Railway Company on the other hand, from Time to Time may make and carry into effect Contracts and Arrangements with respect to all or any of the following Purposes; (to wit,)

The Maintenance, Working, and Use by the contracting Companies, or either of them, of the Railway, or any Part thereof:

The Supply by the contracting Companies, or either of them, of Rolling Stock, and of Officers and Servants for the Conduct of the Traffic:

The Payments to be made and the Conditions to be performed by the contracting Companies respectively with respect to the same Maintenance, Working, and User:

The Interchange, Accommodation, and Conveyance by the contracting Companies respectively of the Traffic coming from or destined for their respective Undertakings:

The Division and Appropriation of the Tolls, Rates, Charges, Receipts, and Revenues arising from that Traffic:

And any such Contract or Arrangement may be made for the same Period of Time with reference to all the Purposes of the Contract, or different Periods with reference to different Purposes.

During Continuance of Contract Railway of contracting Companies to

37. During the Continuance of any Contract entered into under the Authority of this Act the Railways of the contracting Companies shall, for the Purposes of Tolls and Charges, be considered One Railway; and in estimating the Amount of Tolls or Charges in respect of

of Traffic conveyed partly on the Railway and partly on the Railways of the *Blyth and Tyne* Railway Company for a less Distance than Four Miles, Tolls and Charges may only be charged as for Four Miles; and in respect of Passengers, for each Mile or Fraction of a Mile beyond Four Miles, Tolls and Charges as for One Mile only; and in respect of Animals, Minerals, and Goods, for every Quarter of a Mile or Fraction of a Quarter of a Mile beyond Four Miles, Tolls and Charges as for a Quarter of a Mile only; and no other Short-distance Charge than for Four Miles shall be made for the Conveyance of Passengers, Animals, Minerals, and Goods, or other Matters, partly on the Railway and partly on the Railways of the *Blyth and Tyne* Railway Company. be considered One Railway.

38. Except only as is by this Act expressly provided, nothing in this Act contained shall take away, lessen, prejudice, or alter any of the Estates, Rights, Powers, Privileges, or Authorities of the *Blyth and Tyne* Railway Company. Saving Rights of Blyth and Tyne Railway Company.

39. The Company shall not, out of any Money by this Act authorized to be raised, pay Interest or Dividend to any Shareholder on the Amount of Calls made in respect of the Shares held by him: Provided that the Company may pay to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845." Interest not to be paid out of Capital.

40. The Company shall not, out of any Money by this Act authorized to be raised, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament from Time to Time 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 execute any other Work or Undertaking. Deposits for future Bills not to be paid out of the Company's Capital.

41. Nothing herein contained shall be deemed or construed to exempt the Railway from the Provisions of any General Act relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the Tolls for small Parcels and the maximum Rates of Fares and Charges by this Act authorized. Railway not exempt from Provisions of present and future General Acts.

Expenses of Act.

42. All the Costs, Charges, and Expenses of and attending the passing of this Act, and preliminary or incidental thereto, shall be paid by the Company.

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1865.