CHAP. cxxi.

An Act to incorporate a Company for extending the Thetford and Watton Railway to the Great Eastern Railway at Swaffham in Norfolk. [12th July 1869.]

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WHEREAS by "The Thetford and Watton Railway Act, 1866," a railway was authorized to be made, and has accordingly been made, from the Norwich and Brandon line of the Great Eastern Railway to Watton in the county of Norfolk: 29 & 30 Vict. c. cxcviii.

And whereas the extension of the said Thetford and Watton Railway to the Great Eastern Railway at Swaffham in Norfolk would be attended with great local and public advantage, and the persons herein-after named, with others, are willing at their own expense to construct the said railway:

And whereas a plan and section showing the line and levels of the railway, and also a book of reference containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands required, or which may be taken for the purposes of the railway, have been deposited with the clerk of the peace for the said county, and are herein-after referred to as the deposited plan, section, and book of reference:

And whereas the purposes aforesaid 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 Commons, in this present Parliament assembled, and by the authority of the same, as follows; (that is to say,)

1. This Act may be cited for all purposes as "The Watton and Swaffham Railway Act, 1869." Short title.

2. "The Companies Clauses Consolidation Act, 1845," Parts I. and III. of "The Companies Clauses Act, 1863," relating respectively to "cancellation and surrender of shares" and to "debenture stock," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses 8 & 9 Vict. cc. 16., 18., & 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. cc. 92. & 118. incorporated.

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Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and (so far as applicable) Part I. and III. of "The Railways Clauses Act, 1863," relating respectively to "construction of a railway" and "working agreements," are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Company" means the Company incorporated by this Act; the expressions "the railway" and "the undertaking" mean respectively the railway and undertaking by this Act authorized; and the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partially 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.

Company incorporated.

4. Wyrley Birch, Thomas Barton, George Perkins, 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 for other the purposes of this Act, and for those purposes shall be incorporated by the name of "The Watton and Swaffham Railway Company," and by that name shall be a body corporate, with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property for the purposes of this Act; and their undertaking shall be called "The Watton and Swaffham Railway."

Power to make railway according to deposited plans.

5. Subject to the provisions of this Act, the Company may make and maintain in the line and according to the levels shown on the deposited plan and section the railway herein-after described, with all proper stations, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the deposited plan and described in the deposited book of reference as may be required for that purpose. The railway herein-before referred to and authorized by this Act will be wholly situate in the county of Norfolk, and is a railway nine miles two furlongs and eight chains in length, commencing by a junction with the Thetford and Watton Railway, and terminating in the parish of

Swaffham by a junction with the East Anglian Line of the Great Eastern Railway.

Capital.

6. The capital of the Company shall be sixty thousand pounds, in six thousand shares of ten pounds each.

Shares not to issue until one fifth paid up.

7. The Company shall not issue any share created under the authority of this Act, nor shall any share vest in the person accepting the same, unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof.

Calls.

8. One fifth of the amount of a share shall be the greatest amount of a call, and two months at least shall be the interval between successive calls, and three fifths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Power to borrow on mortgage.

9. The Company may from time to time borrow on mortgage any sum not exceeding in the whole twenty thousand pounds, but no part thereof shall be borrowed until the whole capital of sixty thousand pounds is subscribed for, issued, and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the fortieth section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of such capital has been subscribed for, issued, and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such capital was issued bonâ fide and is held by the subscribers or their assigns, and that such subscribers or their assigns are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which shall be sufficient evidence thereof.

Arrears may be enforced by appointment of a receiver.

10. The mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver, and in order to authorize the appointment of a receiver in respect of principal, or principal and interest, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than five hundred pounds in the whole.

Application of monies.

11. All monies raised under this Act, whether by shares or borrowing, shall be applied to the purposes of this Act only.

First ordinary meeting.

12. The first ordinary meeting of the Company shall be held within six months after the passing of this Act, and the subsequent

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ordinary meetings of the Company shall be held in the months of February or March, and of August or September, in every year.

Quorum of general meetings.

13. The quorum of general meetings of the Company shall be five shareholders present in person or by proxy, holding in the aggregate not less than five thousand pounds in the capital of the Company.

Number of directors.

14. The number of directors shall be three, but the Company may from time to time increase the number, provided that the number be not more than five.

Qualification of directors.

15. The qualification of a director shall be the possession in his own right of not less than ten shares.

Quorum.

16. The quorum of a meeting of directors shall be three whilst the number of directors is more than three, and two when their number is reduced to three.

First directors.

Election of directors.

17. Wyrley Birch, Thomas Barton, and George Perkins shall be the first directors of the Company, and shall continue in office until the first ordinary meeting held after the passing of this Act; at that meeting the shareholders present in person or by proxy may either continue in office the directors appointed by this Act, or any of them, or may elect a new body of directors, or directors to supply the place of those not continued in office, the directors appointed by this Act being, if qualified, eligible for re-election; and at the first ordinary meeting to be held in every year after the first ordinary meeting the shareholders present in person or by proxy shall (subject to the power herein-before contained for increasing the number of directors) elect persons to supply the places of the directors then retiring from office, agreeably to the provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several 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 same Act.

Lands for extraordinary purposes.

18. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed one acre.

Powers for compulsory purchases limited.

19. 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 from the passing of this Act.

Power to cross certain roads on the level.

20. Subject to the provisions in "The Railways Clauses Consolidation Act, 1845," and to Part I. (relating to the construction of a

railway) of "The Railways Clauses Act, 1863," contained in reference to the crossing of roads on the level, the Company may in the construction of the railway carry the same with a single line of railway only whilst the railway shall consist of a single line, and afterwards with a double line of railway only, across and on the level of the roads next herein-after mentioned; (that is to say,)

Number on deposited plan.	Parish.	Description of road.
2	Watton - - - -	Turnpike road.
5	Watton - - - -	Public road.
29	Saham Toney - -	Public road.
44	Holm Hale - - -	Public road.
41	Swaffham - - -	Public road.

Height and span of bridges.

21. The Company may make the arches of the bridges for carrying the railway over the roads next herein-after mentioned of any heights and spans not less than the heights and spans herein-after mentioned in connexion with those roads respectively; (that is to say,)

Number on deposited plan.	Parish.	Description of road.	Height.	Span.
			Feet.	Feet.
15	Watton - -	Public road -	15	20
3	Saham Toney -	Public road -	15	20
27	Holm Hale -	Public road -	15	20
33	Swaffham -	Turnpike road -		25
49	Swaffham -	Public road -		20
2	Swaffham -	Public road -		15

Providing accommodation bridges on estate of John Weyland, Esq.

22. In constructing the railway through the estate belonging to or claimed to belong to John Weyland, Esquire, in the parish of Swaffham, the Company shall make not less than two bridges, and all necessary and proper approaches thereto; that is to say, one bridge under the railway at a point on the deposited plans seven miles three furlongs and 3·50 chains, and the other bridge at a point eight miles and 3·00 chains, on the said plans from the commencement of the railway.

Deposit not to be repaid until line opened or half the capital paid up and expended.

23. 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 three thousand six hundred and thirty-six pounds, being five per cent. upon the amount of the estimate in respect of the railway authorized by this Act, has

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been deposited with the Court of Chancery in England in respect of the application to Parliament for this Act: Be it enacted, that notwithstanding anything contained in the said recited Act, the said sum of three thousand six hundred and thirty-six pounds so deposited as aforesaid in respect of the application for this Act shall not be paid or transferred to or on the application of the person or persons, or the majority of the persons, named in the warrant or order issued in pursuance of the said Act, or the survivors or survivor of them, 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 said 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 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 shall be applied in the manner herein-after specified; and the certificate of the Lords of the said Committee that such proof has been given to their satisfaction as aforesaid shall be sufficient evidence of the fact so certified, 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.

Application of deposit.

24. The said sum of money deposited as aforesaid shall be applicable, and after due notice in the "London Gazette" shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the said railway, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit; and if no such compensation shall be payable, or if a portion of the said sum of money shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum of money, or such portion thereof as may not be required as aforesaid, 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 survivor or survivors of them; provided that until the said sum of money shall have been repaid to the depositors, or shall have become otherwise applicable as herein-before mentioned, any interest or dividends accruing thereon shall from time to time, and as often as the same shall become payable, be paid to or on the application of the person or persons, or the majority of the persons, named in such warrant or order as aforesaid, or the survivors or survivor of them.

Period for completion of railway.

25. The railway shall be completed within five years from the passing of this Act, and if the railway shall not be completed within that period, then on the expiration thereof the powers by this Act granted to the Company for making and completing the railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Dock siding to be made at Swaffham.

26. If required by the Great Eastern Railway Company, the junction with the railway of that Company shall be used for the purposes of goods traffic only, and a dock siding and other works shall be constructed by the Great Eastern Railway Company in such manner and at such cost as shall be determined by the engineers of the two Companies, or, in case of dispute, by an arbitrator to be appointed by the Board of Trade; and the Company shall pay such sum by way of rent to the Great Eastern Railway Company for such works as shall be agreed upon or settled by arbitration as aforesaid.

Tolls.

27. The Company may demand and take in respect of the use of the railway any tolls not exceeding the following; (that is to say,)

For passengers.

In respect of passengers and animals conveyed upon the railway, or any part thereof, as follows:

For every person, twopence per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of one penny per mile:

For animals.

Class 1. For every horse, mule, or other beast of draught or burden, threepence per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of one penny per mile:

Class 2. For every ox, cow, bull, or head of neat cattle, twopence per head per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of one penny per mile:

Class 3. For every calf, pig, sheep, lamb, and other small animal, one penny each per mile; and if conveyed in or upon a carriage

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belonging to the Company, an additional sum of one halfpenny per mile.

For goods.

In respect of goods conveyed on the railway, or any part thereof, as follows:

Class 4. For all dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, coal, cinders, coke, culm, cannel, ironstone, iron ore, limestone, stones for building, pitching, and paving, tiles, slates, and clay (except fireclay), and for wrought iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, per ton per mile one penny halfpenny; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of one halfpenny:

Class 5. For all pig iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, wrought iron, charcoal, chalk, lime, bricks, salt, sand, fireclay, slag, and stone, except as aforesaid, per ton per mile twopence; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of one halfpenny:

Class 6. For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deal, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton per mile twopence halfpenny; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of one penny:

Class 7. For cotton and other woods, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton per mile threepence; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of one penny:

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) conveyed on a truck or platform belonging to the Company, sixpence per mile, 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.

Tolls for propelling power.

28. The toll 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, in addition to the several other tolls or sums by this Act authorized to be taken.

Regulations as to tolls.

29. The following provisions and regulations shall apply to the fixing of all tolls and charges payable under this Act; (that is to say,)

For all passengers, animals, or goods conveyed on the railway for a less distance than four miles the Company may demand tolls and charges as for 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 on animals and goods for such fraction in proportion to the numbers 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 tolls 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.

30. With respect to small parcels not exceeding five hundred pounds in weight and single articles of great weight, notwithstanding anything in this Act, the Company may demand and take any tolls 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, threepence:

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight, fivepence:

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight, sevenpence:

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, ninepence:

And for any parcel exceeding fifty-six pounds 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 separate parcels, such as bags of sugar, coffee,

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meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

For the carriage of single articles of great weight, as follows:

For 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.

Maximum rates for passengers.

31. 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 for carriages and locomotive power, and every other expense incidental to such conveyance, shall not exceed the following; (that is to say,)

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.

Maximum rates for animals and goods.

32. The maximum rate of charge to be made by the Company for the conveyance of animals and goods on the railway (except such small parcels and single articles of great weight as aforesaid) on the railway, including the tolls for the use of the railway, and for waggons or trucks and locomotive power, and for every other expense incidental to the conveyance (except a reasonable charge for loading and unloading goods at any terminal station in respect of such goods, and for delivery and collection, and any other service incidental to the business or duty of a carrier, where any such service is performed by the Company), shall not exceed the following sums; (that is to say,)

For every animal in class 1, fourpence per mile;

For every animal in class 2, threepence per mile;

For every animal in class 3, one penny halfpenny per mile;

For everything in class 4, one penny halfpenny per ton per mile;

For everything in class 5, twopence halfpenny per ton per mile;

For everything in class 6, threepence per ton per mile;

For everything in class 7, fourpence per ton per mile;

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 on a truck or platform, per mile sixpence, and for every quarter of a ton beyond one ton, one halfpenny.

Passengers luggage.

33. Every passenger travelling upon the railway may take with him his ordinary 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.

Terminal station.

34. No station shall be considered a terminal station in regard to any goods conveyed on the railway unless such goods have been received thereat direct from the consignor, or are directed to be delivered thereat to the consignee.

Restrictions as to charges not to apply to special trains.

35. The restrictions as to the charges to be made for the passengers shall not extend to any special train run upon the railway, in respect of which the Company may make such charges as they think fit, but shall apply only to the ordinary and express trains 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.

36. Nothing in this Act shall prevent the Company from taking any increased charges, over and above the charges by this Act limited, for the conveyance of animals or goods of any description by agreement with the owners or persons in charge thereof, either by reason of any special service performed by the Company in relation thereto, or in respect to the conveyance of animals or goods (other than small parcels) by passenger trains.

Power to use portion of East Anglian Railway.

37. The Company and the Thetford and Watton Railway Company, if working arrangements be entered into with that Company under the powers of this Act, may, subject as in this Act provided, pass over and use with their engines and carriages and servants, and for the purposes of traffic of all kinds, so much of the East Anglian Line of the Great Eastern Railway as will be situate between the point of junction therewith of the railway hereby authorized and the Swaffham station of the said East Anglian Railway, including the use of that station, and of the sidings, watering places, booking and other offices, buildings, approaches, works, and conveniences belonging to or connected with the said portion of railway or the said station, and the Great Eastern Railway Company shall make all requisite arrangements for that purpose.

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Terms of such use.

38. The terms, conditions, and regulations to which the Company and the Thetford and Watton Railway Company shall be subject in respect of the said use, and the tolls or other consideration to be paid by them for the same, shall, if not agreed upon between them and the Great Eastern Railway Company, be from time to time determined by an arbitrator to be appointed by the Board of Trade, and the decisions of such arbitrator shall be binding and conclusive on all the parties in difference, and the costs and expenses of such arbitrator shall be defrayed as the arbitrator shall direct; and any of the said companies who shall refuse or neglect to perform, observe, and conform to any decision given or regulation made by any such arbitrator in the premises shall forfeit and pay to such person or company, as the arbitrator shall determine, any sum not exceeding fifty pounds for every such offence, and twenty pounds for every day during which such offence shall continue.

As to services at stations.

39. The Great Eastern Railway Company shall perform upon the portion of railway herein-before specified belonging to them, and at the station at Swaffham, all such services and duties as may be necessary or reasonable for the convenient conduct of the traffic of the Company, upon payment of such charges for the same as may be agreed upon between the two Companies; and if any difference shall arise between the Companies as to the amount of such payments, or as to the nature, extent, or sufficiency of the services and duties so to be performed, such difference shall from time to time be settled by an arbitrator to be appointed, at the request of either party, by the Board of Trade, and the arbitrator to whom the matter may be referred may determine the amount of such payments and prescribe what duties and services shall be so performed.

Byelaws to be observed.

40. The Company, or the Thetford and Watton Railway Company, in using or traversing the said portion of the East Anglian Railway, and in using the station and conveniences connected therewith, in accordance with the provisions herein-before mentioned, shall at all times observe the regulations and byelaws for the time being in force on the undertaking so used, so far as such byelaws shall be applicable to the Company or the Thetford and Watton Railway Company.

Great Eastern Railway Company to afford facilities to traffic of the railway hereby authorized.

41. Subject to the restrictions in this Act contained, the Great Eastern Railway Company shall from time to time afford all reasonable and proper facilities, by through booking and invoices and otherwise, for the transmission of and shall transmit on their railways, or any part thereof, any traffic which, having passed over the railway or any part of the railway hereby authorized, is from time to

time tendered to such Company for transmission on any part of their railways; and the Great Eastern Railway Company shall afford similar facilities to all traffic which is from time to time tendered to them for transmission on the Great Eastern Railway, or any part thereof, for the purpose of being afterwards conveyed on the railway or any part of the railway hereby authorized; and the Company and the Thetford and Watton Railway Company shall afford in like manner, and to as full an extent, the same facilities and advantages to the Great Eastern Railway Company.

Terms upon which facilities to be afforded.

42. All such facilities for the transmission of traffic shall be afforded subject to such rules and regulations, and on payment of such tolls, fares, rates, and charges, as may from time to time be agreed on, or as, failing agreement, shall be settled by arbitration in the manner provided by "The Railways Clauses Consolidation Act, 1845," for the settlement of disputes by arbitration.

Purposes for which running powers and facilities to be exercised.

43. The powers given by this Act of running into and using the Swaffham station, and the facilities for traffic to be afforded by the Great Eastern Railway Company by through booking and otherwise, shall not, without the consent in writing of that Company under their common seal, be exercised except for the purposes of traffic arising on or destined for stations on the railway by this Act authorized, and on the Bury Saint Edmunds and Thetford Railway, and on the Bury Saint Edmunds and Thetford Railway, and for affording facilities for that traffic to and from Lynn on the one hand, and Bury Saint Edmunds on the other; and any of such powers shall not, without the like consent, be transferred so as to be exercised by or in favour of any other company, excepting the Bury Saint Edmunds and Thetford Railway Company, in the event of that company giving like facilities to the Great Eastern Railway Company.

Power to enter into traffic arrangements with the Thetford and Watton Railway Company.

44. The Company on the one hand, and the Thetford and Watton Railway Company on the other hand, may from time to time enter into contracts or arrangements with respect to the following purposes, or any of them; (that is to say,)

The management, use, working, and maintenance of the railway:

The supply of any rolling or working stock, and of officers and servants, for the conduct of the traffic on the railway:

The payments to be made and the conditions to be performed with respect to the matters aforesaid:

The interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the undertakings of the contracting Companies, and the fixing and division between the said Companies of the receipts arising from such traffic.

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Tolls on traffic conveyed partly on the railway and partly on the railway of the Thetford and Watton Railway.

45. During the continuance of any agreement to be entered into under the provisions of this Act for the use of the railway by the Thetford and Watton Railway Company, the railway of the Company and of the Thetford and Watton Railway Company shall for the purposes of tolls and charges be considered as one railway; and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railway and partly on the railway of the Thetford and Watton 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 every mile or fraction of a mile beyond four miles, tolls and charges as for one mile only; and in respect of animals 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 shall be made for the conveyance of passengers, animals, or goods partly on the railway and partly on the railway of the Thetford and Watton Railway Company.

Interest not to be paid on calls paid up.

46. The Company shall not, out of any money by this Act authorized to be raised by calls or by borrowing, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him: Provided always, that this Act shall not prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

Deposits for future bills not to be paid out of capital.

47. The Company shall not, out of any money by this Act authorized to be raised, pay or deposit any sum which, by any standing order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act 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.

48. Nothing herein contained shall be deemed or construed to exempt the railway by this Act authorized to be made from the provisions of any general Act relating to railways, or 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 or alteration, under the authority of Parliament, of the maximum rates of fares and charges, or of the rates for small parcels, authorized by this Act.

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Expenses of Act.

49. All costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

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