



ANNO VICESIMO SEPTIMO & VICESIMO OCTAVO

VICTORIÆ REGINÆ.

Cap. xc.

An Act for making a Railway from the *Lynn and Hunstanton* Railway at *Heacham* to the *Great Eastern* Railway at *Wells*, to be called “*The West Norfolk Junction Railway*,” all in the County of *Norfolk*. [23d June 1864.]

WHEREAS the Construction of a Railway from the *Lynn and Hunstanton* Railway at *Heacham* to the *Wells and Fakenham* Line of the *Great Eastern* Railway at *Wells*, all in the County of *Norfolk*, would be attended with great local and public Advantage, and the Persons herein-after named, with others, are willing to make the said Railway: And whereas a Plan and Section of the Railway showing the Line and Levels thereof, with a Book of Reference to the Plan containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands through which the Railway will pass, have been deposited at the Office of the Clerk of the Peace for *Norfolk*: And whereas it is expedient that the *Great Eastern* Railway Company should be empowered to subscribe towards and to work the said Railway: And whereas the Objects aforesaid cannot be accomplished without the Authority of Parliament: May it therefore please Your Majesty
[Local.] 12 P that

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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,)

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

1. "The Companies Clauses Consolidation Act, 1845," 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," shall be incorporated with and form Part of this Act.

Interpreta-
tion of
Terms.

2. In this Act the Words "the Company" shall mean the Company incorporated by this Act, and the Words "the Undertaking," or "the Railway," shall mean the Railway and the Works connected therewith by this Act authorized to be constructed.

Subscribers
incorporated.

3. *Lightly Simpson, Henry Etheridge Blyth*, 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 Purposes of the Undertaking, and such Company shall be incorporated by the Name of "The *West Norfolk Junction* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking within the Restrictions herein and in the said Acts contained, and their Undertaking shall be called "The *West Norfolk Junction* Railway."

Capital.

4. The Capital of the Company shall be Seventy-five thousand Pounds, and shall be divided into Seven thousand five hundred Shares of Ten Pounds each, and not less than Two Pounds shall be paid on each Share at the Time of the Issue thereof.

Shares not
to issue until
One Fifth of
Amount
paid up.

5. 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.

Calls.

6. Three Pounds *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 be the Interval between successive Calls, and Three Fourths of the Amount of a Share shall be the utmost aggregate

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aggregate Amount of Calls that may be made in any One Year upon any Share.

7. The Company may borrow on Mortgage any Sums not exceeding in the whole Twenty-five thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Seventy-five thousand Pounds shall have been subscribed for *bonâ fide*, and One Half thereof shall have been actually paid up, and until the Company 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 all such Capital has been subscribed for *bonâ fide*, and is held by Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable, and that all the Shares have been issued, and Twenty *per Centum* at least paid up on each separate Share.

Power to borrow on Mortgage.

8. The Monies by this Act authorized to be raised, whether by Shares or Mortgage, shall be applied only to the Purposes by this Act authorized.

Application of Capital.

9. The Mortgagees of the Company may enforce the Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of such Receiver, in the event of the 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.

Arrears may be enforced by Appointment of a Receiver.

10. It shall be lawful for the *Great Eastern Railway Company* to subscribe towards and become Shareholders in the Undertaking to the Extent of Thirty thousand Pounds, and the said Company may, with the Authority of Three Fifths of their Shareholders present, personally or by proxy, at a General Meeting specially convened for the Purpose contribute and apply in Payment of their said Subscription any Monies which they are already authorized to raise, and which may not be required by them for the Purpose of their Undertakings, and also any Monies which they are by this Act authorized to raise; and the said Company shall, in respect of the said Sum to be subscribed, and the corresponding Shares in the Company to be held by them, have all the Powers, Rights, and Privileges (except in regard to voting at General Meetings which shall be regulated by the special Provisions herein-after contained); and be subject to all the Obligations and Liabilities, of Proprietors of Shares in the Company: Provided always,

Power to Great Eastern Railway Company to subscribe, and to apply Funds for that Purpose.

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always, that it shall not be lawful for the said Company to transfer any of the said Shares in respect of which they shall have raised further Capital.

Power to
Great
Eastern
Company to
raise Money
by the Crea-
tion of
Shares or
Stock.

11. It shall be lawful for the *Great Eastern* Railway Company from Time to Time to raise for the Purpose of their said Subscription any Sums of Money not exceeding in the whole the said Sum of Thirty thousand Pounds by the Creation and Issue of new ordinary Shares or Stock, and new Preference Shares or Stock in their Capital, or at the Option of the said Company by any or either of those Modes; and Part II. (relating to additional Capital) of "The Companies Clauses Act, 1863," shall extend and apply to the additional Capital so authorized to be raised by the said Company.

Application
of Monies
raised by
Great
Eastern
Company.

12. All the Monies which the *Great Eastern* Railway Company may raise under the Powers of this Act shall be applied to no other Purpose than the before-mentioned Contribution.

First and
other Meet-
ings.

13. 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 in the Months of *February* or *March* and *August* or *September* in every Year.

Quorum of
General
Meetings.

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

Number and
Qualifica-
tion of Di-
rectors.

15. The Number of Directors shall be Eight, and the Qualification of a Director shall, except as after mentioned, be the Possession in his own Right of Twenty Shares in the Undertaking: Provided always, that the Number of Directors to be from Time to Time appointed by the Shareholders shall be subject to the Powers hereinafter conferred upon the *Great Eastern* Railway Company with respect to the Appointment of Directors.

Power to
reduce
Number of
Directors.

16. It shall be lawful for the Company from Time to Time to reduce the Number of Directors to be appointed by the Shareholders, provided that the reduced Number be not less than Three.

First Direc-
tors.

17. *Lightly Simpson, Henry Etheridge Blyth, Humphrey John Hare, William Henry Shaw, Edward Self, and Edwin Elmer Durrant*, as representing the Shareholders, and *George Palmer and George Josselyn* as representing the *Great Eastern* Railway Company,

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pany, shall be the First Directors of the Company; and the said Six first-mentioned Directors 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, subject to the Provisions of this Act, either continue in Office those Directors or any of them, or may elect Directors to supply the Places of such of those Directors as are not continued in Office, the retiring Directors, if qualified, being re-eligible, and also a Director or Directors, as the Case may be, to make up the whole Number of Directors to Eight, in the event of the *Great Eastern* Railway Company not being entitled to appoint One Director; 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 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 Companies Clauses Consolidation Act, 1845," or by this Act, or either of them.

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

18. The Quorum of a Meeting of Directors shall be Three so long as their Number is more than Three, and if their Number is reduced to Three then the Quorum shall be Two.

Quorum.

19. If the *Great Eastern* Railway Company hold Thirty thousand Pounds of the subscribed Capital of the Company, they may, until the Railway is completed and opened, appoint Two Directors of the Company; and every such Appointment shall be made in Writing under the Seal of the said Company, and shall be deposited with the Secretary of the Company, and may in like Manner be revoked and renewed; and every Director so appointed shall enter upon Office immediately on his Appointment, and shall remain in Office until his Appointment be revoked as aforesaid, or until he die or resign, and need not be a Shareholder in the Undertaking hereby authorized; but the Neglect of the said Company to appoint a Director or Directors shall not invalidate the Acts of the Directors of the Company.

Great Eastern Company may appoint Two Directors if they subscribe.

20. If any Director appointed by the *Great Eastern* Railway Company shall die or resign, or become disqualified or incompetent to act as such Director, the said Company may in his Stead appoint another Director.

Supplying Vacancies in the Case of the Director appointed by the Great Eastern Company;

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21. The

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and to vote
at General
Meetings.

21. The *Great Eastern* Railway Company if they hold Shares of the Company may, by Writing under their Common Seal, from Time to Time appoint a Person to attend on their Behalf any Meeting of the Company, and every such Person shall have all the Privileges and Powers attaching to other Shareholders at such Meetings, and may vote thereat in respect of the Capital held by the *Great Eastern* Railway Company upon all Questions excepting the Election of Directors of the Company: Provided always, that the Directors or either of the Directors of the Company appointed by the *Great Eastern* Railway Company shall be capable of being appointed by such Company to attend any Meeting of the Company as aforesaid; and in the event of no special Appointment by such Company being produced at any such Meeting, the Director or Directors present at such Meeting shall be deemed to hold such Appointment; and in the event of there not being any Director or other Representative of the said Company present at such Meeting, the said Company may exercise all the Rights, Powers, and Privileges of voting by Proxy at such Meeting in the Mode prescribed by "The Companies Clauses Consolidation Act, 1845:" Provided nevertheless, that the said *Great Eastern* Railway Company shall not, so long as they are entitled to appoint Two Directors, be entitled to vote at any Meeting of the Company in regard to the Election of Directors, nor shall either of their Directors be entitled to vote at the Election of any Director to fill up any Vacancy which may occur among the other Directors of the Company.

Power to
make Rail-
way accord-
ing to depo-
sited Plan.

22. It shall be lawful for the Company, subject to the Provisions in this and the incorporated Acts contained, to make and maintain the Railway herein-after described, with all proper Works, Approaches, and Stations, in the Line 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 as shall be necessary for such Purposes.

Describing
Railway.

23. The Railway, which will be wholly situate in the County of *Norfolk*, will commence by a Junction with the *Lynn and Hunstanton* Railway at the *Heacham* Station of that Railway, and terminate in the Parish of *Wells-next-the-Sea* by Two Junctions with the *Wells and Fakenham* Line of the *Great Eastern* Railway.

Level Cross-
ings.

24. The Company may in the Construction of the Railway carry the same across and upon the Level of the several public Roads numbered on the deposited Plan as follows; (that is to say,)

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No. on Plan.	Parish.	Description of Road.
19	Heacham - - - - -	Parish Road.
25	Ditto - - - - -	Ditto.
11	Sedgeford - - - - -	Ditto.
11	Docking - - - - -	Ditto.
22	Ditto - - - - -	Ditto.
3	Stanhoe - - - - -	Ditto.
12 } 2 } 9	Burnham Westgate } Burnham Sutton } Burnham Sutton	Ditto. Ditto. Ditto.
15	Ditto - - - - -	Ditto.
17	Ditto - - - - -	Ditto.
13	Burnham Thorpe - - - - -	Ditto.
24 } 8 }	Burnham Thorpe } Burnham Overy }	Ditto.
5	Holkham - - - - -	Ditto.
30	Wells - - - - -	Ditto.

But no more than a single Line of Railway shall be laid down at any such level Crossing so long as the Railway consists of a single Line of Railway, and in no Case shall there be more than a double Line of Railway at any such level Crossing.

25. The Company and all Companies and Persons lawfully using the Railway of the Company may use the *Heacham* Station of the *Lynn and Hunstanton* Railway, and they may pass over and use with their Engines, Carriages, and Servants, and for the Purposes of Traffic of all Kinds, the *Wells and Fakenham* Railway for a Distance of a Mile from the *Wells* Terminus of that Railway, and the Harbour Branch of the said *Wells and Fakenham* Railway, including the Use of the *Wells* Station, and the Booking Offices, Sidings, Works, and Conveniences belonging to or connected with the said Station and the said Portion of the *Wells and Fakenham* Railway and the said Harbour Branch, and the Company owning or working the *Lynn and Hunstanton* Railway and the said *Wells and Fakenham* Railway shall make all requisite Arrangements for the Exercise by the Company and the Companies and Persons aforesaid of the before-mentioned Powers.

Use of Heacham Station, and running Powers over Part of Wells and Fakenham Railway.

26. The Terms, Conditions, and Regulations to which the Company and such other Companies and Persons aforesaid 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 Company owning or working the said *Lynn and Hunstanton* Railway, or the said *Wells and Fakenham* Railway, as the Case may be, 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

Terms of such Use.

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binding and conclusive on the Parties in difference, and the Costs and Expenses of such Arbitration shall be defrayed as the Arbitrator shall direct; and either 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 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.

Byelaws to be observed.

27. The Company and such other Companies and Persons in using the said *Heacham* Station, and in using or traversing the said Portion of the *Wells and Fakenham* Railway and the said Harbour Branch, and in using the Works and Conveniences thereof 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.

Lynn and Hunstanton Railway Company to afford Facilities to Traffic of the Railway hereby authorized.

28. The Company owning or working the *Lynn and Hunstanton* Railway 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 the *Lynn and Hunstanton* Railway, 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 the *Lynn and Hunstanton* Railway, and they shall afford similar Facilities to all Traffic which is from Time to Time tendered to them for Transmission on the *Lynn and Hunstanton* Railway, or any Part thereof, for the Purpose of being afterwards conveyed on the Railway or any Part of the Railway hereby authorized.

Terms upon which Facilities to be afforded.

29. All such Facilities for the Transmission of Traffic shall be afforded by the Company owning or working the said *Lynn and Hunstanton* Railway, subject to such Rules and Regulations, and on Payment of such Tolls, Fares, Rates, and Charges, as the Company and such other Company from Time to Time agree on, or as, failing Agreement between them, shall be settled by Arbitration in the Manner provided by "The Railways Clauses Consolidation Act, 1845," for the Settlement of Disputes by Arbitration.

Lands for extraordinary Purposes.

30. The Quantity of Land to be purchased by the Company by Agreement adjoining or near to the Railway for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed One Acre.

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31. The Powers by this Act conferred for the compulsory Purchase of Lands shall not be exercised after the Expiration of Three Years from the passing of this Act.

Powers for compulsory Purchases limited.

32. 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 Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall then be completed.

Period for Completion of Railway.

33. 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, the Sum of Six thousand Pounds has been deposited pursuant to the said Act in respect of the Application to Parliament for this Act, being Eight *per Centum* upon Seventy-five thousand Pounds, the estimated Cost of the Railway: Be it enacted, That notwithstanding anything contained in the said recited Act, the said Sum of Six thousand 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 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 the Completion of the Railway either open the 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 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 Six thousand Pounds shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satis-

Money deposited in the Court of Chancery to be forfeited in a certain Event.

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faction 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 of Six thousand Pounds 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 Lords of the said Committee 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 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 Fact so certified.

Tolls.

34. The Company may demand any Tolls for the Use of the Railway not exceeding the respective Sums following; (that is to say,)

Tonnage for Goods, &c.

First, 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, Grain, Corn, Flour, Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, and other Articles of Merchandise, *per Ton per Mile* One Penny Farthing; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* of One Halfpenny :

For all Sheet Iron, Hoop Iron, and all similar Descriptions of Wrought Iron, One Penny Three Farthings; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* of One Halfpenny :

For

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For all Sugar, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* of One Halfpenny :

For all Cotton, Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* of 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 and a Half, conveyed on a Truck or Platform, *per Mile* Fivepence :

And a Sum of One Penny *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* of Twopence.

Secondly, in respect of Passengers and Animals conveyed upon the Railway or any Part thereof, as follows :

For every Person, *per Mile* Twopence; and if conveyed in a Carriage belonging to the Company, an additional Sum of One Penny :

For every Horse, Mule, Ass, or other Beast of Draught or Burden, *per Mile* Threepence; and if conveyed in a Carriage belonging to the Company, an additional Sum of One Penny :

For every Ox, Cow, Bull, or Head of Neat Cattle, *per Mile* Twopence; and if conveyed in a Carriage belonging to the Company, an additional Sum of One Penny :

For every Calf or Pig, Sheep, Lamb, or other small Animal, *per Mile* Three Farthings; and if conveyed in a Carriage belonging to the Company, an additional Sum of One Farthing.

35. The Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railway, in addition to the several other Tolls or Sums by this Act authorized to be taken, shall not exceed *per Mile* the Sums following; (that is to say,)

For each Passenger or Animal, or Ton of Goods or other Articles, Three Farthings :

For each Carriage, of whatever Description, conveyed on a Truck or Platform, One Halfpenny.

36. The maximum Rates of Charges to be made by the Company for the Conveyance of Passengers, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other

Tolls for
propelling
Power.

Maximum
Rate of
Charges for
Passengers;
other

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other Expense incidental to such Conveyance, shall not exceed the following Sums; (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*.

for Cattle,
Goods, &c.

And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charges to be made by the Company, including the Tolls for the Use of the Railway, and Waggons or Trucks and locomotive Power, and every Expense incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading of Goods at any Terminal Station of such Goods, 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 :

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

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

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

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 and a Half, conveyed on a Truck or Platform, Fivepence *per Mile*, and One Penny for each additional Quarter of a Ton.

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

For all Sugar, Salt for domestic Purposes, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, and Deals, Metals, Sheet Iron, Hoop Iron, and all similar Descriptions of Wrought Iron, Nails, Anvils, Vices, and Chains, Twopence Halfpenny *per Ton per Mile* :

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

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

When

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

37. The following Provisions and Regulations apply to the fixing of such Tolls; (that is to say,) Regulations
as to the
Tolls.

For Articles or Persons 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 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, or Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity :

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. Terminal
Station.

And with respect to small Packages and single Articles of great Weight the Company may demand Tolls not exceeding the following; (that is to say,) Tolls for
small Par-
cels and
single Ar-
ticles of
great
Weight.

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

For any Parcel exceeding Seven Pounds but not exceeding Twenty-eight Pounds in Weight, Sixpence :

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

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

[*Local.*]

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deemed

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deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages :

For the Carriage of any One Boiler, Cylinder, Bob, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they from Time to Time may think fit, not exceeding 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, or which, on account of the Length thereof, may require more than One Carriage, the Company may demand such Sum as they think fit.

Passengers
Luggage.

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

Restriction
as to Charges
not to apply
to Special
Trains.

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

Company
may take
increased
Charges by
Agreement.

40. Provided always, That nothing in this Act 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.

Power to
enter into
Traffic Ar-
rangements
with other
Companies.

41. The Company on the one hand, and the *Great Eastern* and *Lynn and Hunstanton* Railway Companies, or either of those Companies, 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 Working, Use, Management, Maintenance, and Repair of the Railway, and the Collection, Conveyance, and Conduct of the Traffic

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Traffic thereof, and the Supply of any Rolling or Working Stock or of any Officers or Servants required for such Purposes :

The fixing and levying of the Tolls, Rates, and Charges arising on the Railway :

The Division between the contracting Companies of the Receipts arising from the Traffic upon the Railway, and the Payments to be made respectively by those Companies with respect to any of the Matters aforesaid.

42. During the Continuance of any such Agreement, in estimating the Tolls and Charges to be paid in respect of Articles or Persons conveyed partly on the Railway of one of the contracting Companies, and partly on the Railway of the other of them, the Distances traversed shall be reckoned continuously as if the Railways were One Railway, and the Charges to be made in respect of the Railways so made continuous shall be the Tolls and Charges by this Act authorized ; and if the Distance traversed by any such Traffic be for a less Distance than Four Miles, no more than a Charge for Four Miles shall be made in respect of such Traffic passing both on the Company's Railway and on the Railway of the other contracting Company.

Railways to be deemed continuous for short Distance.

43. 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 the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder upon the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised : Provided always, that nothing herein-before contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in " The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Interest not to be paid on Calls paid up.

44. 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.

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

45. Nothing herein contained shall be deemed or construed to exempt the Railway or the Company from the Provisions of any General Act relating to Railways, or to the better and more impartial

Railway, &c. not exempt from Provisions of

Audit

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present and
future Ge-
neral Acts.

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 to be taken by the Company, or of the Rates for small Parcels.

Short Title.
Expenses of
Act.

46. This Act may be cited as “The *West Norfolk Junction Railway Act, 1864*,” and 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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