

CHAPTER cxxviii.

An Act for authorising the Great Eastern Railway Company A.D. 1874.  
to make Railways to Alexandra Park and in the parish of Chingford ; and to make a Quay in the River Stour, and Railways connecting it with their Harwich Branch ; and to make various Improvements of their Railways and Works ; and to abandon a certain Railway ; and for conferring on them further powers in relation to their undertaking and the undertakings of certain other Companies ; and for other purposes. [16th July 1874.]

**W**HEREAS it is expedient that the Great Eastern Railway Company (in this Act called the Company) be authorised to make and do the following works and things ; (that is to say,)

To make a branch railway from the Great Eastern Railway for the purpose of facilitating communication with Alexandra Park and the neighbourhood thereof ;

To make a branch railway in the parish of Chingford in the county of Essex ;

To execute divers improvements of their lines and works ;

To embank and make a quay on the River Stour, and to make railways connecting the quay with the Company's Harwich Branch ;

To stop up and divert divers roads and footpaths ;

To purchase and take lands in divers parishes, and to appropriate and use the same for stations, sidings, and other purposes connected with their undertaking :

And whereas the construction of the railway authorised by the Great Eastern Railway (Metropolitan Station and Railways) Act, 1864, and therein called Railway No. 10, has been rendered unnecessary by the formation by the Company of another line of railway, and it is expedient that the Company be authorised to abandon Railway No. 10 :

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And whereas it is expedient that the Company be authorised to raise more share and loan capital for purposes of this Act and other purposes of their undertaking :

And whereas there remains an unissued portion of the share capital authorised to be created by the Company by the Great Eastern Railway Act, 1872, and it is expedient that the Company be authorised to cancel that unissued portion, or any part thereof, and to create and issue other share capital in lieu thereof :

And whereas under the authority of the Great Eastern Railway (Additional Powers) Act, 1866, the Company have created and issued preference stock, called Six and a Half per Centum Preference Stock, 1866, to the amount of fifty-eight thousand one hundred and nineteen pounds, which stock was issued on the terms of being redeemable by the Company after the expiration of five years at a premium of ten per centum ; and the Company being now desirous of redeeming the same, it is expedient that they be empowered to raise further capital for that purpose :

And whereas it is expedient that the time allowed for the sale by the Company of certain superfluous lands be extended, and that provision be made for sale by them of lands connected with abandoned undertakings :

And whereas by the Great Eastern Railway (Metropolitan Railways) Act, 1870 (section 48) the Company are authorised to borrow on mortgage of their superfluous and reserved lands in that section referred to, and it is expedient that further provision be made for enabling the Company to raise money on security of those lands :

And whereas the East Norfolk Railway Company are proceeding with the construction of the line between Norwich and North Walsham, being the portion of their undertaking authorised by the East Norfolk Railway Act, 1864, and in this Act referred to as the original railway, and under the authority of Parliament, and with the sanction of the shareholders of the respective Companies and of the Board of Trade, the Company have undertaken to work that portion under an agreement which is set forth in the Second Schedule to this Act, and it is one of the stipulations of that agreement that its powers should be extended to the remainder of the East Norfolk Railway between North Walsham and Cromer, in this Act called the Cromer Extension, and it is expedient to give effect to that stipulation :

And whereas by the Ramsey Railway Act, 1861, the Ramsey Railway Company were incorporated, with a share capital of thirty thousand pounds, and power to borrow on mortgage ten thousand



pounds, and the whole of that share and loan capital has been issued and raised, and is, with the exception of a small part thereof, now held in trust for the Company, and it is expedient that the holding thereof by the Company be confirmed: A.D. 1874.

And whereas by the Lynn and Hunstanton Railway Act, 1861, the Lynn and Hunstanton Railway Company were incorporated, and were empowered to make a railway from the East Anglian Railways in the borough of King's Lynn to Hunstanton, the authorised share capital of that Company being sixty thousand pounds, and the East Anglian Railways Company (since amalgamated with and now represented by the Company) were authorised from time to time to subscribe for and hold shares in the capital of the Lynn and Hunstanton Railway Company to an amount not exceeding twenty thousand pounds, but the exact holding of the Company or on their behalf is twenty-one thousand and twenty pounds, and it is expedient that the Company be authorised to hold that sum independently of any money which they may subscribe under the powers of any Act of the present session:

And whereas it is expedient that the Acts relating to the Company be in divers respects amended, and that their powers be in divers respects enlarged:

And whereas the objects aforesaid cannot be attained without the authority of Parliament:

And whereas plans and sections describing the lines, situations, and levels of the intended works, and plans describing the additional lands which the Company are by this Act authorised to take for stations, sidings, and other purposes, and a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of lands in the line of the works or within the limits of deviation as defined on the plans, or which are intended to be taken for stations, sidings, and other purposes, and describing those lands, have been deposited with the respective clerks of the peace for the counties of Norfolk and Middlesex and for the city of London, and for the counties of Kent, Essex, and Cambridge, the county of the city of Norwich, and for the Isle of Ely (which are in this Act referred to as the deposited plans, sections, and books of reference):

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 as *The Great Eastern Railway Act*, Short title. 1874.

[Ch. cxxviii.] *The Great Eastern Railway*. [37 & 38 VICT.]  
*Act, 1874.*

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Provisions  
of certain  
general  
enactments  
incorporated.

2. The following enactments (as far as they are applicable for the purposes of and are not expressly varied by this Act) are hereby incorporated with and shall be part of this Act; (that is to say,)

The provisions of the Companies Clauses Consolidation Act, 1845, with respect to the several matters following; (that is to say,) the distribution of the capital of the Company into shares, the transfer or transmission of shares, the payment of subscriptions and the means of enforcing payment of calls, the forfeiture of shares for nonpayment of calls, the remedies of creditors of the Company against the shareholders, the borrowing of money by the Company on mortgage or bond, the conversion of the borrowed money into capital, the consolidation of the shares into stock, the making of dividends, the giving of notices, and the provision to be made for affording access to the special Act; and Parts I., II., and III. of the Companies Clauses Act, 1863, as amended by subsequent Acts, relating respectively to cancellation and surrender of shares, to additional capital, and to debenture stock;

The Lands Clauses Consolidation Acts, 1845, 1860, and 1869 (in this Act referred to as the Lands Clauses Acts);

The Railways Clauses Consolidation Act, 1845, and Part I. of the Railways Clauses Act, 1863, relating to construction of a railway;

The Harbours, Docks, and Piers Clauses Act, 1847:

Subject to the following provisions; (that is to say,)

(1.) In section seventeen of the Railways Clauses Consolidation Act, 1845, the words "work" and "railway" shall be taken to extend to and include the Stour Quay and works connected therewith by this Act authorised:

(2.) For purposes of this Act so much of the proviso of section 12 of the Harbours, Docks, and Piers Clauses Act, 1847, as requires the consent of conservators, shall not have effect, and the provisions of the same Act with respect to life-boats and to keeping a tide and weather gauge shall not respectively have effect unless and until the Board of Trade so direct, and the Stour Quay and works connected therewith by this Act authorised shall be deemed to be the harbour, dock, or pier within that Act; and the expression "harbour-master" in the same Act shall mean the superintendent of the quay appointed by the Company, and the prescribed limits shall be two hundred yards from any part of the quay:

Provided always, that notwithstanding the passing of this Act, the powers of any harbour-master, dock-master, or pier-master to be



appointed by the Company shall, so far as the same affect the navigation of Harwich Harbour, as defined by the Harwich Harbour Act, 1864, be exercised by him subject to the order, jurisdiction, and control of the harbour-master or other officer or officers appointed by the Harwich Harbour Conservancy Board, and the powers and authorities of the said harbour-master and such other officer or officers so appointed by the Harbour Board shall not be in anywise prejudiced, affected, or diminished by this Act, or anything herein contained.

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**3.** In this Act, and (for the purposes of this Act) in enactments incorporated with this Act, the term "court of competent jurisdiction" shall have effect as if the debt or demand with respect to which it is used was a common simple contract debt, and not a debt or demand created by statute; and the term "superior courts" shall include any court of competent jurisdiction; and the expressions "parish clerks" and "clerks of the several parishes" in sections seven, eight, and nine of the Railways Clauses Consolidation Act, 1845, shall, with reference to the Company and as regards those parishes and extra-parochial places in which, by the standing orders of either House of Parliament, plans, sections, and other documents are required to be deposited with the clerk of the vestry of the parish, or with the clerk of the district board for the district in which the parish or extra-parochial place is included, mean in the first case the vestry clerks of those parishes, and in the second case the clerks of those district boards respectively.

Interpretation of terms.

**4.** Subject to the provisions of this Act, the Company may from time to time make, execute, and maintain, in the lines and according to the levels shown on the deposited plans and sections, as far as lines and levels in that behalf are shown thereon, the railways, improvements of railways, quay, and other works and operations described in this Act, with all proper stations, sidings, approaches, warehouses, works, and conveniences in connexion therewith.

Power to execute works according to deposited plans.

**5.** Subject to the provisions of this Act, the Company may from time to time enter on, take, and use the lands delineated on and described in the deposited plans and books of reference.

Power to take lands referenced.

**6.** The railways authorised by this Act comprise the following; (that is to say,)

Description of new railways.

(A.) A railway (in this Act called the Alexandra Park Branch) in the parish of Tottenham in the county of Middlesex, commencing by a junction with the Company's railway near the Seven Sisters Road, and terminating at Bound's

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Green Lane, and being two miles five furlongs and 4·46 chains in length :

- (B.) A railway (in this Act called the Chingford Branch) in the parish of Chingford in the county of Essex, commencing by a junction with the Company's Chingford Railway, and terminating in a field in the parish of Chingford numbered 35 on the deposited plans, at a point half a chain south of the fence dividing the lands numbered respectively 35 and 36 on the deposited plans in the said parish, being six furlongs and 4·50 chains in length :
- (C.) A railway in the parish of Saint Andrew-the-Less in the county of Cambridge (in this Act called the Cambridge Curve), commencing by a junction with the Company's Newmarket line near the existing junction of that line with the Company's Cambridge line, and terminating near the same point by a junction with the Company's Cambridge line, and being two furlongs in length :
- (E.) A railway in the parish of West Ham in the county of Essex (in this Act called the High and Low Level Junction), commencing by a junction with the Company's Hackney Wick high level line near the bridge over the river Channelsea, and terminating near the Company's new engine shed at Stratford, and being four furlongs in length :

Provided always, that the Company in constructing the Chingford Branch shall not take more of the land numbered on the deposited plans 34 in the parish of Chingford than is necessary for the diversion of the road called Maddocks Lane, nor shall the Company for any of the purposes of this Act take any part of the land numbered on the deposited plans 36 in the parish of Chingford.

Description  
of improve-  
ments of  
railways.

7. The improvements of railways which the Company are by this Act authorised to make, execute, and maintain, comprise the improvement of the following railways respectively, by the widening thereof and the laying down thereon of an additional line or additional lines of rails ; (that is to say,)

- (F.) Of the railway authorised by the Great Eastern Railway (Metropolitan Railways) Act, 1870, and therein described as Work No. 8, commencing near the Wood Street Station, and terminating near the commencement of the Chingford Branch, and being two miles two furlongs 7·85 chains in length :
- (G.) Of the Company's Norwich and Yarmouth Line, commencing by a junction with that line near its junction



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with the main line from Ely to Norwich, and terminating near the point of intended junction of the East Norfolk Railway with the Yarmouth line, and being one mile two furlongs and 8·25 chains in length :

- (H.) Of the Norwich and Yarmouth line, commencing at the termination of the last-described improvement by a junction therewith, and terminating at the Brundall Station, and being three miles six furlongs and 7·30 chains in length :
- (I.) Of the Company's Newmarket line, commencing near the junction of that line with the Company's Cambridge line, and terminating at the Six-mile Bottom Station of the Newmarket line, and being 6 miles 7 furlongs and 1½ chains in length :
- (K.) Of the Company's main line, commencing near the point where it crosses the Old Ford Road at Bow, and terminating near its junction with the Company's North Woolwich line, and being 6 furlongs 6·06 chains in length :
- (L.) Of the Company's main line, commencing near the termination of the last-described improvement, and terminating near the bridge at Maryland Point Station, and being 5 furlongs 3·87 chains in length.

8. The quay and works and operations which the Company are by this Act authorised to make, execute, and maintain, comprise the following ; (that is to say,)

Description  
of Stour  
Quay and  
works.

- (M.) A quay (in this Act called the Stour Quay) in and near the River Stour in the parish of Ramsey in the county of Essex, near land called Ramsey Ray Island :
- (N.) A railway, commencing by a junction with the Company's Harwich Branch line, and terminating near Ramsey Ray Point, otherwise Eastend Point, and being 1 mile 5 furlongs and 4 chains in length :
- (O.) A railway, commencing by a junction with the last-described railway at or near its termination, and terminating by a junction with the Company's Harwich Branch near the locomotive shed at Dovercourt Station, and being 5 furlongs 8·20 chains in length :
- (P.) In connexion with and as part of the works in this section described, the reclamation of the lands situate between the Stour Quay and the river bank or shore of Ramsey Ray or Ray Island, as existing at the passing of this Act, and of the lands situate between the railways in this section described on the one side, and that bank or shore on the other side, and of any additional lands forming part of the

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channel or bed of the Stour within the limits of deviation marked on the deposited plans which may be situate between the quay and railway, as constructed, and the said bank or shore :

(Q.) The dredging and deepening of so much of the channel and bed of the Stour as the Company deem it necessary or expedient to dredge or deepen in order to secure access for vessels to the Stour Quay.

Provided always, that notwithstanding the provisions in this Act contained authorising the Company to make, execute, and maintain the quay, works, and operations in and near the River Stour in the parish of Ramsey in the county of Essex, within the limits of the jurisdiction of the Harwich Harbour Conservancy Board, the Company shall not make, commence, or execute the said quay, works, or operations within the limits of the jurisdiction of the said Conservancy Board without the previous license of the Harwich Harbour Conservancy Board, which license they may grant if they think fit (but without taking any fee for the granting thereof) ; and in case the Company shall think themselves aggrieved by the refusal of such license, they may appeal to the Board of Trade against such refusal, and the decision of the Board of Trade shall be binding on and shall be carried into effect by the Conservancy Board, and the Company shall be entitled to receive such license, unless the authorised works will in the opinion of the Conservancy Board, or of the Board of Trade on appeal, be injurious to navigation ; and nothing in this Act contained shall extend or be construed to prejudice, diminish, alter, or take away any of the rights, powers, or privileges of the Harwich Harbour Conservancy Board under the Harwich Harbour Act, 1863, or the Harwich Harbour Act, 1865.

Alteration  
of roads and  
level cross-  
ings near  
Wymond-  
ham Station.

9. Subject to the provisions of this Act, the Company may, in accordance with the deposited plans and sections, make the following roads ; (that is to say,)

(A.) A road (No. 1) commencing on the existing road from Ashwellthorpe about two hundred yards southwards of Wymondham Station in the parish of Wymondham in the county of Norfolk, and terminating at or near the bridge over a watercourse about one hundred and twenty yards north-west of the Railway Hotel there, with a road therefrom to the said existing road near the level crossing at the western end of the said station ;

(B.) A road (No. 2) commencing on the road leading past the porters cottages there and that hotel at a point about one



hundred and thirty yards south-east from those cottages, and terminating at the road (No. 1) : A.D. 1874.

And as soon as the roads (No. 1) and (No. 2) are completed, all rights of way in, over, or affecting the three roads and level crossings following shall cease and be extinguished, and the Company may stop up and discontinue the same ; (that is to say,)

- (a.) So much of the road which crosses on the level the Company's line in the parish of Wymondham, about sixty yards north-east of the Wymondham Station, as lies between the points marked B and D as shown on the deposited plans ;
- (b.) So much of the road which crosses on the level the Company's line in the same parish, about one hundred and ninety yards north-east of the same station, as lies between the point marked G and the Company's fence on the northern side of the railway near to the Railway Hotel ;
- (c.) So much of the road which crosses on the level the Company's line in the same parish, about forty yards south-west of the same station, as lies between the Company's fence on the southern side of the railway and the termination of the Company's property on both sides of the road on the northern side of the railway ;
- (d.) The three several level crossings whereby those roads cross the Company's line ;

and the roads (No. 1) and (No. 2) shall become and be public highways, and where the property of the Company adjoins the three roads or any of them, on each side thereof, the soil of so much of those roads when stopped up shall vest absolutely in the Company :

But the following provisions shall have effect ; namely,

The Company shall at their own expense construct and thenceforward maintain along the whole length of one side of the road (Number 1) a footway kerbed and gravelled, of not less than four feet in width, and raised not less than six inches above the centre of that road :

The Company at their own expense shall well and effectually drain the roads (Numbers 1 and 2) and the said footway so that the same shall, so far as practicable, at all times be free from surface water, and shall at all times maintain those roads and the said footway and the bridge whereby the railway shall be carried over road Number 1 and the said footway in good repair and condition :

Subject to any arrangement which may be made between the Company and the surveyors of highways for lighting the

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bridge, the Company at their own expense shall provide and fix and thenceforward maintain and light two sufficient lamps, one at either end of the said bridge carrying the railway over road Number 1, and shall keep the same burning from one hour before sunset until one hour after sunrise throughout the whole year :

The Company shall construct the said roads Numbers 1 and 2, and the said footway and drains, and place and maintain the said lights to the reasonable satisfaction of the surveyors of highways for the parish of Wymondham :

If any question shall arise touching the sufficiency of the said roads, footways, or drains, or any of them respectively, or the repair thereof respectively, or the sufficiency of the said lights, such question shall be referred to the determination of two justices, who may direct such alteration to be made therein and such repairs to be done by the Company, and within such time as they think reasonable, and may impose on the Company such penalty not exceeding five pounds per day as they think just, such penalty to be paid to the said surveyors for the purposes of the roads of the said parish.

Diversion of  
footpath  
near Silver-  
town Station.

**10.** Subject to the provisions of this Act, the Company may make and maintain the following new footpath ; (that is to say,)

A footpath on the north side of the Company's North Woolwich line, in the parish of West Ham in the county of Essex, commencing near the junction with that line of the Gaslight and Coke Company's Railway, and terminating near the Silver-town Station of the Company's North Woolwich line ;

and as soon as that new footpath is made and opened for public use, all rights of way (if any) in, over, or affecting the following footpath or way shall cease and be extinguished, and the Company may stop up and discontinue the same ; (that is to say,)

The footpath or alleged public way over the Company's North Woolwich line, and along the land between that line and the Victoria Docks.

Fence, &c.  
to be made  
on the  
eastern side  
of the foot-  
path.

**11.** The Company shall make and maintain a good and sufficient fence on the eastern side of the footpath, where it abuts on the lands of the London and Saint Katharine's Dock Company in the parish of West Ham, and shall allow reasonable access from those lands on the east to the footpath ; and in case any difference shall arise between the Company and the Dock Company with reference to such access, the same shall be settled by arbitration.



**12.** The certificate of two justices to the effect that any road or footpath by this Act authorised to be made by the Company has been completed shall be evidence of the matter certified, and two justices shall grant the same on the application of the Company, and after reasonable notice given by the Company to the highway board, or other authority having the management of the road or path to be discontinued under this Act, of the intention of the Company to make the application, and on being satisfied on view or by evidence of the truth of the matter certified.

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Evidence of completion of roads and path.

**13.** In making any work by this Act authorised, the Company may deviate to any extent not exceeding five feet from the levels thereof defined on the deposited sections, and may deviate from the lines thereof respectively to any extent within the limits of deviation defined on the deposited plans.

Power of deviation.

**14.** The lands which the Company may take under the powers of this Act for stations, sidings, and other purposes, in addition to the lands authorised by this Act to be taken for the railways, quay, improvements, and other works by this Act authorised, are situate in the parishes of Saint Botolph, Bishopsgate, in the city of London, Woodford, West Ham, Low Leyton, Wanstead, Saint Mary, Walthamstow, and Henham in the county of Essex, Woolwich in the county of Kent, Whittlesford and Saint Andrew-the-Less in the county of Cambridge, Standground, Wisbech Saint Peter, and Whittlesea in the Isle of Ely, and Bradestone in the county of Norfolk; but the Company may not under the powers of this Act take the land in the parish of Sheering shown on the deposited plans.

Lands to be taken.

**15.** In executing and maintaining the improvements of railways by this Act authorised, the Company may lay down and maintain an additional line of rail across and on the level of the several roads which any existing railway so improved crosses on the level, and, except as in this Act otherwise provided, may construct the bridges for effecting such improvements of the same height, span, and dimensions as the existing bridges, but no such additional line shall be laid down when a road is already crossed on the level by two or more lines of rail.

Existing level crossings and dimensions of bridges may be maintained.

**16.** Provided always, that the widened portion of the bridges over the Carpenter's Road and Warton Road in the parish of West Ham, constructed under the authority of this Act, shall be constructed with iron girder bridges, and the widened portions of the bridge over the Carpenter's Road shall have a clear span of thirty-six feet on the square, and also a clear headway of fourteen feet above

Provision as to certain bridges.

[Ch. cxxviii.] *The Great Eastern Railway* [37 & 38 VICT.]  
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A.D. 1874. the present level of the surface of the roadway, and the widened portions of the bridge over the Warton Road shall have a clear span of twenty-five feet, and the under side of the girders shall at their lowest point be the same distance below the level of the rails as in the girder bridge to be constructed over the Carpenter's Road.

Inclination of road.

17. In altering for the purposes of this Act the following road the Company may make the same of any inclination not steeper than the following ; (that is to say,)

No. on deposited Plan.	Parish.	Description of Road.	Intended Inclination.
1	Wymondham - -	Public road - -	1 in 17.

Height and span of bridges.

18. The Company may make the arches of the bridges for carrying a railway authorised by this Act over the footpath and railway next herein-after mentioned of any heights and spans not less than the heights and spans herein-after mentioned in connexion therewith respectively ; (that is to say,)

No. on deposited Plan.	Parish.	Description of Footpath or Railway.	Height.	Span.
62	Saint Mary-le-Bow	Footpath - -	8 feet -	8 feet.
9	West Ham - -	Railway - -	12 feet -	25 feet.

As to railway over the Old Ford Road.

19. The following stipulations shall apply to the widening of the railway over the Old Ford Road, unless otherwise agreed between the Metropolitan Board of Works (who are in this Act referred to as the board) and the Company :

1. The widened portion of the existing bridge to be made over such road shall be constructed so that there shall be a clear span of not less than forty feet throughout such widened portion, and a clear headway of not less than the existing headway under the railway for the entire width of the widened portion of the bridge over such road :
2. The bridge shall be watertight, and so constructed as to, so far as is practicable, deaden the sound of engines, carriages, and traffic passing over them :
3. The Company shall not commence the erection of such bridge until they shall have given to the board twenty-one days notice in writing of their intention to commence the same by leaving such notice at the office of the board, with plans, elevations, sections, and other necessary particulars of the



construction of such bridge, nor until the board shall have signified their approval of the same, unless the board fail to signify such approval or their disapproval or other directions within twenty-one days after service of the said notice and delivery of the said plans, elevations, sections, and other particulars as aforesaid, in which event the Company may proceed forthwith with the works according to the said plans, elevations, and sections :

4. The Company shall comply with and conform to all reasonable directions and regulations of the board in the execution and subsequent maintenance of the bridge and works connected therewith, and shall defray the cost of any extra lamps which may in the opinion of the board be necessary for lighting the road, and the Company shall save harmless the board and the parish in which such road is situate against all and every expense to be occasioned thereby, and such work shall be done to the reasonable satisfaction of the engineer of the board at the costs, charges, and expenses in all respects of the Company ; and all costs, charges, and expenses which the board may be put to by reason of the works of the Company, whether in the execution of the work, the preparation or examination of plans or designs, superintendence, or otherwise, shall be paid to the board by the Company on demand.

20. Section twenty-eight of the Great Eastern Railway (Metropolitan Station and Railways) Act, 1864, relating to sewers of Metropolitan and other boards, shall extend and apply to those works and objects by this Act authorised to which the provisions of that section are locally applicable.

Protection of sewers in metropolis.

21. The Company shall, notwithstanding anything in this Act to the contrary, make the following alterations and deviations from the deposited plans of the Alexandra Park Branch ; (that is to say)

Company to make certain deviations from deposited plans in crossing roads and paths in Tottenham.

At 0 miles 17½ chains they shall carry the footpath by an archway under the railway ;

At 0 miles 48½ chains they shall construct a foot-bridge with steps to carry the road over the railway, instead of diverting it into the adjoining road ;

At 0 miles 50 chains (Dagmar Road) the level of the road shall not be raised more than 1 foot 6 inches ;

At 0 miles 55½ chains the railway bridge shall be made of sufficient length to carry the West Green Road and the adjoining road (Philip Lane) in their present course across the line ;

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At 1 mile  $13\frac{1}{2}$  chains the path shall be carried across the line at right angles, and be kept open, and suitable turnstiles shall be provided for the convenience of the public ;

At 1 mile 61 chains the bridge carrying the railway over the Green Lanes shall be a straight girder bridge of not less than 45 feet span measured on the square ;

At 1 mile 78 chains the bridge carrying the railway over Station Road shall be a straight girder bridge of not less than 36 feet span measured on the square ; the level of this road shall not be lowered more than 1 foot ;

At 2 miles  $18\frac{1}{2}$  chains they shall construct a bridge with steps to carry the footpath over the railway. The two footpaths at 2 miles 24 chains and 2 miles  $28\frac{1}{2}$  chains respectively shall be diverted along the eastern boundary of the land taken by the Company, and carried over the railway by means of the said bridge at 2 miles  $18\frac{1}{2}$  chains. The said bridges shall be constructed so that no part of the abutments or piers thereof, or any other obstruction, shall stand upon any part of the carriage or foot ways respectively. The foundations of the piers of the said bridges shall be built so as not to be injurious to the sewers, and the Company shall restore all drains that may be interfered with, or substitute others, so that the said roads may be effectually drained to the reasonable satisfaction of the surveyor to the Tottenham local board of health. And the said bridges shall be, so far as is possible, constructed as that water shall not run or come through any of them upon the said roads or highways respectively ; and in any case where water shall run or come through any of the said bridges upon any road or highway within the parish of Tottenham, the Company shall in every such case forfeit and pay the sum of five pounds for every day the same shall continue after notice in writing has been given or left at the house or office of the secretary or any other officer of the Company.

Streets under  
bridges to be  
lighted by  
day and by  
night if  
local board  
think fit.

**22.** If any of the bridges over the roads or highways crossed by the railway within the parish of Tottenham shall in the opinion of the Tottenham local board of health prove a public inconvenience by obstructing the light in any such roads or highways, it shall be lawful for the said board to set up and affix therein and to keep lighted with gas or other means by day and by night a lamp or lamps for affording proper light and security to passengers, and the costs, charges, and expenses thereof, and necessarily consequent thereon, shall be paid by the Company within fourteen days after demand in writing, and in default may be recovered from the



Company by the said board, with full costs of suit, by action in any court of competent jurisdiction. A.D. 1874.

**23.** The Company shall not break up or disturb any road or highway, footpath, or place under the control or direction of the Tottenham local board of health, unless at least seven days previous notice in writing of their intention so to do, specifying the road, highway, footpath, or place intended to be broken up or disturbed, be given to the surveyor of such board, or left for him at the offices of the said board; and when the Company shall break up or disturb any such road, highway, footpath, or place, they shall, so soon as the works affecting it are completed, and at the furthest within six months from the day on which those works were begun, restore the road, highway, footpath, or place to as good a condition as it was in when it was broken up or disturbed, and if so required by the said board under the superintendence and to the reasonable satisfaction of their surveyor, and the Company shall keep the same in repair for twelve months thereafter; and if the Company fail to restore the road, highway, footpath, or place within the prescribed six months they shall forfeit to the said board a sum not exceeding five pounds for every such offence, and an additional five pounds for every day after the expiration of that period, and, after notice to them of the delay, during which the delay continues, and the said board may restore the road, highway, footpath, or place, and recover the expense of such restoration from the Company.

Streets not to be broken up without notice to local board.

**24.** The Company shall to the reasonable satisfaction of the surveyor to the Tottenham local board of health, under whose control the same be, restore all sewers, drains, water pipes, hydrants, gas pipes, and gullies in the roads or highways and public places which shall be broken up, destroyed, or damaged in the execution of the works by this Act authorised, or provide instead thereof other proper and sufficient sewers, drains, water pipes, hydrants, gas pipes, and gullies.

Company to restore sewers, drains, &c. broken up or disturbed.

**25.** Where any of the intended works to be done under or by virtue of this Act shall or may pass over or under or by the side of, or so as to interfere with, any sewer, drain, water pipe, water course, gas pipe, hydrant, defence, or work under the jurisdiction or control of the Tottenham local board of health, or shall or may in any way prejudicially affect the sewerage or drainage of the district under their control, the Company shall not commence such works until they shall have given to the said board fourteen days previous notice in writing of their intention to commence the same by leaving such notice at the offices of the said board for the time

For the protection of the sewers of the Tottenham local board of health.

A.D. 1874.

being, with a plan and section showing the course and inclination thereof and other necessary particulars relating thereto, and until such board shall have signified their approval of the same, unless such board do not signify their approval or disapproval within fourteen days after delivery or service of the said plan, section, and particulars as aforesaid; and the Company shall comply with and conform to all directions and regulations of the said board in the execution of the said works, and shall provide by new, altered, or substituted works in such manner as the said board may deem necessary for the proper protection of and for preventing injury or impediment to the sewers and works herein-before referred to by or by reason of the said intended works, or any part thereof, and shall save harmless the said board against all and every the expense to be occasioned thereby; and all such works shall be done by or under the direction, superintendence, and control of the surveyor for the time being to the said board, at the costs, charges, and expenses in all respects of the Company, and all costs, charges, and expenses which the said board may be put to by reason of the works of the Company, whether in the execution of works, the preparation or examination of plans or designs, superintendence, or otherwise, shall be paid to the said board by the Company on demand; and when any new, altered, or substituted works as aforesaid, or any works or defence connected therewith, shall be completed by or at the costs, charges, or expenses of the Company under the provisions of this Act, the same shall thereafter be as fully and completely under the direction, jurisdiction, and control of the said board as any sewers or works now are or hereafter may be; and nothing in this Act shall extend to prejudice, diminish, alter, or take away any of the rights, powers, or authorities vested or to be vested in the said board or their successors, but all such rights, powers, and authorities shall be as valid and effectual as if this Act had not been passed.

Drainage works to be subject to Tottenham local board of health, whose rights are not to be prejudiced.

**26.** All sewers, drains, water pipes, watercourses, hydrants, gas pipes, and works of drainage made by the Company within the parish of Tottenham aforesaid shall be subject in all respects to the jurisdiction of the Tottenham local board of health, and, except only as is by this Act expressly provided, this Act or anything herein contained shall not take away, lessen, alter, prejudice, or affect any of the rights, powers, or authorities of the said board.

Local rates to be made good.

**27.** If and while the Company are possessed under this Act of any lands, houses, and premises assessed or liable to be assessed to any general district rate, special district rate, water rate, private improvement rate, or any other rate or rates, charge or charges, made or to be made by the said Tottenham local board of health,



they shall from time to time, until the railway and works hereby authorised are completed and assessed, be liable for and make good the said rates respectively, the said rates, or any or either of them, to be computed according to the assessment at which the said lands, houses, and premises are now rated: Provided always, that all charges made or to be made by the said Tottenham local board of health, under their statutory powers, upon any lands, houses, and premises taken by the Company as aforesaid, and remaining unpaid, shall become a charge upon and be payable by the Company in all respects as if the said charge or charges had originally been made upon the Company, and the same shall and may be recovered and recoverable by the said board from the Company, with full costs of suit, by action in any court of competent jurisdiction. A.D. 1874.

**28.** Nothing in this Act contained shall extend to prejudice, derogate from, or diminish any of the rights and privileges of the said Tottenham local board of health under and by virtue of the Public Health Act, 1848, or any of the Acts of Parliament incorporated therewith, but the same shall be and remain in as full force and effect as if this Act had not been passed. Saving rights of the Tottenham local board of health.

**29.** If for the purposes of this Act the Company find it necessary or expedient to construct any work which shall pass over, under, or by the side of, or so as to interfere with, any river, sewer, drain, watercourse, river wall, defence, or work under the jurisdiction or control of the Commissioners of Sewers for the levels of Havering, Dagenham, Ripple, Barking, East Ham, West Ham, Leyton, and Walthamstow, in the respective counties of Essex, Middlesex, and Kent (herein-after called "the said Commissioners"), the Company shall not commence such work until they shall have given to the said Commissioners twenty-one days notice in writing of their intention to commence the same by leaving such notice at the office of the clerk or clerks of the said Commissioners, with plans and sections of such intended work, and until the said Commissioners shall have signified their approval of the same, unless the said Commissioners fail by their clerk or clerks to signify such approval or their disapproval or other directions within twenty-one days after service of the said notice and delivery of the said plans and sections and other particulars as aforesaid; and the Company shall comply with and conform to all the reasonable directions and regulations of the said Commissioners in the execution and subsequent maintenance of such work, and shall provide by new, altered, or substituted works in such manner as the Commissioners may deem necessary for the proper protection of and for preventing injury or impediment to the rivers, sewers, drains, river walls, and other works For protection of works of Havering and Dagenham Commissioners of Sewers.

A.D. 1874. herein-before referred to by or by reason of such intended work, or any part thereof, and shall save harmless the said Commissioners against all and every the expense to be occasioned thereby; and any such work shall be executed by the Company under the direction, superintendence, and control of the surveyor or engineer or other officer or officers of the said Commissioners, as the case may be, at the costs, charges, and expenses in all respects of the Company, and all costs, charges, and expenses which the said Commissioners may be put to by reason of the works of the Company shall be paid to the Commissioners by the Company on demand; and when any new, altered, or substituted work as aforesaid, or any works or defence connected therewith, shall be completed by or at the costs, charges, or expenses of the Company under the provisions of this Act, the same shall ever thereafter be maintained by the Company to the satisfaction of the surveyor or engineer to the said Commissioners for the time being, and subject to the maintenance and use of such works by the Company according to the extent of their Act, the said works shall be as fully and completely under the direction, jurisdiction, and control of the said Commissioners as any sewers or works now are or hereafter may be; and, except as by this Act expressly authorised, nothing in this Act shall extend to prejudice, diminish, alter, or take away any of the rights, powers, or authorities vested or to be vested in the said Commissioners or of their successors, but all such rights, powers, and authorities shall be as valid and effectual as if this Act had not been passed: Provided that if any dispute shall arise as to the mode of executing any such works as aforesaid, such matter or difference shall be referred to an arbitrator to be appointed by the Board of Trade, whose decision shall be final.

For protection of New River Company.

**30.** With reference to the Alexandra Park Branch the following provisions shall apply for the protection of the New River Company; that is to say,

1. The Company in constructing their Alexandra Park Branch across the New River Company's tunnel in the parish of Tottenham shall carry their railway over the same by a relieving arch, and shall ever afterwards effectually maintain the same:
2. Before the railway works are commenced sixteen days notice shall be given to the New River Company, and the plans shall be in such form as shall be approved by the engineer for the time being of the New River Company, and the works shall be carried out to his reasonable satisfaction, and in case of difference as to plans or execution the same shall



be settled by an engineer to be appointed by the President of the Institution of Civil Engineers for the time being, on the application of either party : A.D. 1874.

3. In the event of any slip or rupture in the tunnel of the said river by reason of the works or default of the Company, whether the same shall happen during the construction of the railway or after the railway shall have been completed and opened for traffic, or in the event of any loss to the New River Company from any interruption of their supply of water through any act or acts or default of the Company, their agents or contractors, the Company shall be answerable and shall pay to the New River Company all damages arising therefrom, and be liable at all times thereafter to make good at their own expense whatever injury may be done or caused to the said river and tunnel; and any question which may arise as to any such expense or damages shall, at the request of either party, be referred to a civil engineer to be appointed as aforesaid, and the award of such engineer shall be final and conclusive :
4. If any interruption whatever in the supply of water by the New River Company shall be in any way occasioned by the Company, or by the acts of any of their contractors, agents, workmen, or servants, or any person in the employ of them, or any or either of them, the Company shall forfeit and pay to the New River Company for the use and benefit of the said Company the sum of ten pounds for every hour during which such interruption shall continue, such sum to be recovered by the New River Company in any court of competent jurisdiction :
5. All works in any way affecting the said New River or the tunnel thereof shall be done under the direction and to the reasonable satisfaction of the engineer of the New River Company.

**31.** In carrying Railway (E.) over the tributary of the Lee known as the Channelsea River, the Company shall and they are hereby required at their own expense to make and at all times thereafter maintain and keep in good and sufficient repair a proper and substantial bridge over the river, such bridge to be of brick, stone, or iron, and of one span or opening, and not less than sixty feet in the clear, measured at right angles to the true line or direction of the river, with the soffit or under side in no place less than fifteen feet above the level of the river Trinity high-water mark, and the Company shall make and at all times for ever thereafter maintain a wall of stone or brick to protect and retain the banks

Company to  
make bridge  
over Chan-  
nelsea River.

A.D. 1874. — of the river for the whole length of the bridge, and the coping of such wall shall not be less than eighteen inches above the level of the river, with a uniform depth of at least eight feet, and the foundations of the abutments of the bridge and retaining wall respectively shall be carried to such a depth as to allow for the future deepening of the river by the Lee Conservancy Board, hereinafter called the board.

Provisions of existing Acts as to bridge over River Lee to apply to bridge when widened.

**32.** After the widening of the bridge by which the Company's main line (K) is carried across that portion of the Lee known as Bow River, the bridge so widened shall for all purposes be deemed to be the bridge by which the railway was originally carried over such river, and the provisions now in force of any Act relating to such bridge shall in all respects be held to apply to such widened bridge, and the Lee navigation at that point, as if those provisions had been expressly re-enacted in this Act.

Widened bridges over Lee River and tributaries to be repaired by Company.

**33.** After the widening of the bridge by which the Company's main line (K) is carried across any other portion of the Lee or its tributaries, the widened bridge in each case shall for ever thereafter be maintained and kept in good and sufficient repair at the expense of the Company, and the Company shall make and at all times for ever after maintain walls of stone or brick to protect and retain the towing-path and banks on and at the side of each river and stream so crossed for the whole length of such widened bridge, and the copings of such walls shall not be less than the height of the present walls, and the foundations of such walls and of the abutments of the bridge shall in each case be not less than the present depth of the existing foundations respectively.

Works in reference to bridges over River Lee to be done under superintendence of engineer to River Lee Conservancy Board.

**34.** All the works of the Company in reference to Railway (E), and the widening of the existing main line of railway over the several portions of the Lee and its tributaries other than the Bow River, and all future repairs of such works that may from time to time be required, shall be done and performed according to plans and specifications to be submitted to and approved by the engineer for the time being of the board previously to the commencement of any of the works, and shall be commenced, carried on, and completed under the superintendence and to the reasonable satisfaction of such engineer; and at all times during the construction of the said works of the portions of the Lee and its tributaries as are now or shall hereafter become navigable, and of any future repairs, the Company shall in such case leave for the free and uninterrupted passage of boats, barges, and other vessels an open and uninterrupted navigable waterway of the width of thirty feet at least, and an



A.D. 1874.

uninterrupted horseway along the towing-path of the width of eight feet at the least, both waterway and horseway having a clear height or headway of at least nine feet; and in case during the progress of any of the works damage shall be occasioned to the rivers or towing-path or bridges, or to any other works of the board, the Company shall (under such superintendence and to such reasonable satisfaction as aforesaid) restore the same to as good and efficient a state and condition as the same were in prior to the occurring of any such damage; and if the said works shall in the first instance be imperfectly constructed or subsequently become out of repair, by means of which or by any other means any loss of water or obstruction to the navigation or towing-paths shall take place, and notice thereof in writing shall be given to the Company by the clerk to the board, and the Company shall not for the space of fourteen days after such notice shall have been given, or forthwith if the nature of the case require it, sufficiently and effectually amend and repair such works, or under such superintendence and to such reasonable satisfaction as aforesaid, and complete the same with all reasonable expedition, it shall be lawful for the board from time to time to execute such amendments and repairs as may be necessary and the case may require, and the Company shall and they are hereby required from time to time to pay to the board within fourteen days after demand all the reasonable costs, charges, and expenses which may be so incurred by them from time to time in or about the several matters aforesaid: Provided always, that the dimensions herein specified shall not be varied without the consent of the said board under their common seal in that behalf first had and obtained: Provided also, that in case the engineer for the time being of the board shall, for the space of fourteen days after submission to him of such plans, together with a request in writing to approve of the same, neglect or refuse to approve thereof, or of any part thereof, then and in that case the plans so submitted, together with all other matters in difference (if any) as may have arisen between the parties, shall be referred to and approved by an engineer to be appointed by the Board of Trade, and the decision of such engineer shall be final and conclusive between the parties to all intents and purposes.

**35.** If in the execution of any of the works by this Act authorised, or by reason or in consequence of any act, neglect, or omission by the Company, or of the agent or servant or workmen, in sinking the foundations of such works, or otherwise, or if in consequence of any of the works when made the water of the said river shall leak, escape, or run to waste, the Company shall forfeit and pay to

Penalty.]

A.D. 1874. — the board the sum of five pounds, as and for liquidated damages, for every nine thousand cubic feet of water which shall have so leaked, escaped, or run to waste, and in the same proportion for any greater or less quantity; and if by reason of the matters aforesaid, or any or either of them, it shall happen that the said river shall be obstructed or interrupted so that boats, barges, or other vessels using the navigation, or horses drawing the same, shall be impeded in their passage along the said river or towing-path, then and in any and every such case the Company shall forfeit and pay to the board the sum of five pounds, as and for liquidated damages, for every hour during which any and every such obstruction and interruption shall continue after notice thereof to the Company.

Saving rights  
of the Lee  
Conservancy  
Board.

**36.** Except as in this Act expressly provided, nothing in this Act contained shall extend to prejudice, alter, take away, or affect any of the estates, rights, powers, privileges, or authorities vested in the board or their successors, or authorise or empower the Company to alter the line or level of the Lee or its tributaries, or any of the works, or the towing or foot paths thereto, or any part thereof respectively, or in any manner to obstruct or impede the navigation or any part thereof, or to abstract, divert, intercept, cut off, take, use, or diminish any of the waters of the same respectively, or to divert or turn any watercourse or land drain into any part of the river or tributaries, or to purchase, take, use, or injure any of the locks, wharves, side ponds, lay-byes, towing-paths, bridges, banks, or other works of the board, or to purchase, take, or use any of the lands, buildings, or other property belonging to the board, without the consent of the board in writing under their common seal first had and obtained.

All works  
connected  
with the  
East London  
Waterworks  
Company to  
be executed  
to the satis-  
faction of  
their engi-  
neer.

**37.** And whereas in the execution of the works of the Company by this Act authorised, the mains, pipes, syphons, plugs, and other works belonging respectively to the East London Waterworks Company, in this Act called "the Water Company," may be intersected or otherwise interfered with, and it is expedient the Water Company should have full control over the execution of all works in any way affecting the supply of water by them, so as effectually to provide against the supply thereof being impeded: Therefore all works, matters, or things which under the provisions of the Railways Clauses Consolidation Act, 1845, or this Act, the Company may be empowered or required to do or execute with reference to the mains, pipes, syphons, plugs, or other works of the Water Company, shall be done and executed by and at the cost of the Company, but to the reasonable satisfaction and under the sole direction of and in such



manner as shall be required by the engineer for the time being of the Water Company, and such works, matters, or other things shall not be commenced until after fourteen days notice thereof in writing shall have been given to the Water Company.

A.D. 1874.

**38.** If in the execution of the works authorised by this Act any interruption whatsoever in the supply of water by the Water Company shall be in any way occasioned by the Company, or by the acts of their contractors, agents, workmen, or servants, or any person in the employ of them or any or either of them, the Company shall forfeit and pay to the Water Company for the use and benefit of the Water Company, as liquidated damages, the sum of fifty pounds for every hour during which such interruption shall continue, such sum to be recovered by the Water Company in any court of competent jurisdiction.

Penalty for interrupting the supply of water.

**39.** It shall be lawful for the Water Company and their engineer, workmen, and others in their respective employment, at all times when it may be necessary, to enter upon the railway, lands, and premises of the Company for the purpose of laying and to lay any mains or pipes under or over the said railway, lands, works, and premises, or any part thereof, and to do all such works in and upon such railway, lands, and premises as may be necessary for laying, repairing, and maintaining, or removing or replacing such mains or pipes under or over the same railway, lands, and premises: Provided always, that in so doing the Water Company shall not interrupt the traffic passing on the railway in any manner for any longer period than may be absolutely necessary: Provided also, that the expense of all repairs or renewals of the said pipes or mains, or any works in connexion therewith, which may at any time hereafter be rendered necessary by the acts or defaults of the Company, their contractors, agents, workmen, or servants, or any person in the employ of them or any or either of them, shall be borne and paid by the Company, and may be recovered against them by the Water Company in any court of competent jurisdiction.

East London Waterworks Company empowered to lay and repair pipes on lands of Company.

Repairs of water pipes, &c. to be borne by Company in certain cases.

**40.** In and during the construction and after the completion of the works by this Act authorised for widening the bridges over the River Yare, in the parish of Thorpe Saint Andrew in the county of Norfolk, the enactments contained in an Act passed in the fifth year of the reign of Her present Majesty, entitled "An Act for making a railway from Great Yarmouth to Norwich in the county of Norfolk" (under which the present bridges were constructed), and which, under "The Great Eastern Railway Act, 1862," the Company are bound to observe and perform, shall, notwithstanding the repeal of

Extending provisions of 5 & 6 Vict. c. lxxxii. to bridges over the Yare.



A.D. 1874. — the said Act of the fifth year of the reign of Her present Majesty, be deemed to apply and be applicable to the works by this Act authorised in respect to the widening of such bridges and for preventing obstructions to the navigation of the said river; and the body corporate of the mayor, aldermen, and citizens of the city of Norwich, herein-after called the Corporation, and their successors, as conservators of the said river, shall have the same rights and remedies under the said enactments, with respect to such bridges during the widening thereof and when widened, as they had and now have with respect to the bridges constructed under the said Act of the fifth year of the reign of Her present Majesty.

Company to plank piers of bridges and keep lights burning.

41. After the said bridges shall be widened as by this Act authorised, the Company shall, if as and when required by the Corporation, plank and keep planked, for two feet at least above and below zero, with planks three inches thick, the piers of the principal waterway under the said bridges, and shall construct angles from the piers of the said bridges to the shores of the river as shown on the plans approved by the Corporation of Norwich and the Board of Trade, and signed on behalf of those bodies respectively, and shall keep such angles planked from the bed of the river to two feet above zero for the purpose of preventing an accumulation of floating matter against the piers of the said bridges. And the Company shall also, if and so long as required by the Corporation, between the last day of March and the first day of November, from one hour after sunset to twelve o'clock at night, except four days before and four days after every full moon, affix and keep burning on the Thorpe side of and in the centre of the principal waterway of the bridge nearest Norwich a red light, for the guidance of boats passing through the said waterway, and in default thereof shall incur a penalty to the Corporation of two pounds for every hour such light shall not be so affixed and kept burning as aforesaid, such penalties to be sued for by or on behalf of the Corporation and recovered before two justices, in like manner as penalties are now recoverable before justices under the eleventh and twelfth Victoria, chapter forty-three.

Saving rights of the Corporation of Norwich.

42. Nothing in this Act contained shall extend to suspend, lessen, take away, prejudice, or extinguish any power, right, privilege, immunity, jurisdiction, or authority granted or belonging to or enjoyed or legally claimed by immemorial custom or usage by the Corporation or any of their officers, except only in such cases and manner and to such extent as are and is specially mentioned and contained in this Act and the Acts lastly herein-before referred to.



43. If the railways shown on the deposited plans and authorised by this Act are not completed within five years from the passing of this Act, or the quay be not completed within seven years from the passing of this Act, then on the expiration of that respective 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 is then completed.

A.D. 1874.  
Period for completion of works.

44. If the Company fail within the period limited by this Act to complete the railways, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railway in respect of which the penalty has been incurred is completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the railway in respect of which the penalty has been incurred; and the said penalty may be applied for by any landowner or other person claiming to be compensated in respect of the railway in reference to which the penalty has been incurred in accordance with the provisions of the next following section of this Act, or by the Solicitor of Her Majesty's Treasury, and in the same manner as the penalty provided in section three of the Railway and Canal Traffic Act, 1854; and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name and with the privity of Her Majesty's Paymaster General on behalf of the Court of Chancery in England, in the bank and to the credit specified in such warrant or order, and shall not be paid thereout except as herein-after provided; but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening the railway in respect of which the penalty has been incurred by unforeseen accident or circumstances beyond their control; provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Penalty imposed unless the line is opened within the time limited.

45. Every sum of money so recovered by way of penalty 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 railway in respect of which the penalty has been incurred, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers conferred upon the Company by this Act of taking property for the

Application of penalty.



A.D. 1874. — purposes of such railway, 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 sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Court of Chancery in England thinks fit to order on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or in the discretion of the Court, if the Company is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid or transferred to such receiver or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

Provision respecting deposit money.

**46.** The sum of twenty-three thousand nine hundred and ten pounds deposited with the Court of Chancery in England in respect of the application to Parliament for this Act, or the securities representing the same, with any interest or dividends accrued thereon, shall at any time after the passing of this Act, and on production of this Act, without any certificate of the passing thereof, on the application of the Company, or on their behalf, by petition or motion in a summary way, be paid or transferred out of court to the Company or to such persons as the Company appoint for that purpose; and until the said sum or securities is or are paid or transferred out as aforesaid, 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 the warrant or order issued in relation to the deposit aforesaid, or the survivors or survivor of them.

Notice to be given of taking houses of labouring classes.

**47.** The Company shall, not less than eight weeks before they take in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers, make known their intention to take the same by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses, and the Company



shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that they have so made known their intention. A.D. 1874.

**48.** 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. Period for compulsory purchase of lands.

**49.** Persons empowered by the Lands Clauses Acts to sell and convey or release lands may, if they think fit, subject to the provisions of those Acts and of this Act, grant to the Company any easement, right, or privilege required for the purposes of this Act in, over, or affecting lands, and the provisions of the Lands Clauses Acts with respect to lands and rentcharges, as far as the same are applicable in this behalf, shall extend and apply to such grants, easements, rights, and privileges as aforesaid respectively. Power to take easements, &c. by agreement.

**50.** The Company shall abandon the construction of the railway authorised by the Great Eastern Railway (Metropolitan Station and Railways) Act, 1864, and therein called No. 10, subject to the following provisions ; (that is to say, Abandonment of Railway No. 10 in Act of 1864.

(1.) The abandonment thereof shall not affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Company thereon for the purpose of surveying and taking levels, or probing or boring to ascertain the nature of the soil or setting out the line of railway, or the right of the owner or occupier of land temporarily occupied by the Company to receive compensation for that occupation, or for any damage sustained by him by reason of the exercise of any of the powers of the Railways Clauses Consolidation Act, 1845, or the Act authorising the railway abandoned :

(2.) Where before the passing of this Act any contract has been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to any portion of the railway abandoned, the Company shall be released from all liability to purchase or to complete the purchase thereof, but full compensation shall be made by them to the owners and occupiers, or other persons interested therein, for all damage sustained by them respectively by reason of the purchase not being completed, and the amount and application of the compensation shall be determined in manner provided by the Lands Clauses Acts for determining the amount and application of compensation for lands taken.



A.D. 1874.

Company may apply existing funds for purposes of Act.

Power for Company to raise capital by shares or stock.

Shares or stock to form part of Company's general capital.

Shares not to issue until one fifth paid up.

Calls.

Power to cancel unissued share capital and create new stock.

Receipt for persons not sui juris.

**51.** The Company may apply for the purposes of this Act any money from time to time belonging to them raised under any Act of or relating to the Company, and not required for the purposes for which it was authorised to be raised.

**52.** The Company from time to time, by resolution of a general meeting convened with special notice of the purpose, may raise such additional capital as they think fit, not exceeding eight hundred thousand pounds preference shares or stock, or one million eight hundred thousand pounds ordinary shares or stock, or, in their option, proportionate amounts of preference shares or stock and ordinary shares or stock, but the total amount of money to be raised under this section shall in no case exceed eight hundred thousand pounds.

**53.** All shares or stock created by the Company under this Act shall, subject to the provisions of this Act, form part of the general capital of the Company.

**54.** The Company shall not issue any share under this Act of less nominal value than ten pounds, nor shall any share vest in the person or corporation accepting it unless and until a sum not being less than one fifth of the amount thereof is paid in respect thereof.

**55.** Twenty per centum on the amount of any share shall be the largest amount of any call which may be made thereon, and there shall be an interval of not less than three months between any two successive calls, and the Company shall not call up more than three fourths of the amount of a share in any year.

**56.** The Company from time to time, by resolution of a general meeting convened with special notice of the purpose, may, if they think fit, cancel the unissued portion of the share capital authorised by the Great Eastern Railway Act, 1872, amounting to the sum of ninety-four thousand seven hundred and seventy-seven pounds, or any part thereof, and in lieu thereof may create and issue new ordinary or preference shares or stock for raising such sum of money, and may create and issue the new shares or stock so as to form one stock with and be of the same class as the additional capital for raising the sum of eight hundred thousand pounds by this Act authorised to be raised, or any part thereof.

**57.** If any money is payable to a shareholder in the Company being an infant or lunatic, the receipt of his guardian or of the committee of his estate shall be a sufficient discharge to the Company.



**58.** The Company may in respect of the additional capital which they are by this Act authorised to raise, from time to time borrow on mortgage as herein-after mentioned such sums as they think fit, not exceeding in the whole two hundred and sixty-six thousand five hundred pounds; (that is to say,) when one hundred and fifty thousand pounds in respect of the additional capital by this Act authorised to be raised has been bonâ fide paid up and certified as herein-after mentioned, they may borrow on mortgage any sum of money not exceeding fifty thousand pounds, and a like additional sum of fifty thousand pounds when every further sum of one hundred and fifty thousand pounds has been bonâ fide paid up and certified as herein-after mentioned; and when the last fifty thousand pounds in respect of the additional capital has been bonâ fide paid up and certified as herein-after mentioned they may borrow on mortgage any sum of money not exceeding sixteen thousand five hundred pounds, being the remainder of the said sum of two hundred and sixty-six thousand five hundred pounds; but no such borrowing powers shall be exercised by the Company until they shall prove to the justice who is to certify under the fortieth section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that shares or stock for raising the said additional capital, or some part thereof, have been bonâ fide paid up to the extent in money of one hundred and fifty thousand pounds in respect of every sum of fifty thousand pounds intended to be borrowed under the powers of this Act, and to the extent in money of fifty thousand pounds in respect of the said sum of sixteen thousand five hundred pounds, remainder of the said sum of two hundred and sixty-six thousand five hundred pounds so intended to be borrowed; 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 proofs aforesaid have been given, which certificate shall be sufficient evidence thereof.

A.D. 1874.

Power to borrow on mortgage.

**59.** All mortgages granted by the Company in pursuance of the powers of any Act of Parliament before the passing of this Act, and subsisting at the passing hereof, shall during their continuance have priority over any mortgages granted by virtue of this Act, but nothing in this section shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Existing mortgages to have priority.

**60.** 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. In order to authorise the appointment of a receiver in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a

For appointment of a receiver.

A.D. 1874. receiver is made shall not be less than ten thousand pounds in the whole.

Debenture stock.

**61.** The Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863; but, notwithstanding anything therein contained, the interest of all debenture stock at any time after the passing of this Act created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time after the passing of this Act granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Application of share or loan capital under Act.

**62.** All money raised under this Act, whether by shares, stock, mortgage, or debenture stock, shall be applied for purposes authorised by this Act, or some other Act relating to the Company.

Tolls on railways.

**63.** The railways authorised by this Act shall, subject to the provisions of this Act, be in respect of tolls and in all other respects part of the undertaking of the Company: Provided always, that officers of Customs being in the execution or travelling for the purposes of their official duty shall at all times be conveyed free of charge in the trains of the Company running on the railway mentioned in the section of this Act relating to the Stour Quay and works, and described as—

(N.) A railway commencing by a junction with the Company's Harwich Branch line, and terminating near Ramsey Ray Point, otherwise Eastend Point, and being one mile five furlongs and four chains in length.

Dues at quay.

**64.** Subject to the provisions of this Act, the Company may demand and take in respect of the vessels, animals, goods, things, conveniences, and services described in the first schedule to this Act the sums in that schedule specified, according to the regulations therein contained.

Commencement of taking of dues at quay.

**65.** The Company may demand and take the dues which they are authorised to take at the quay as soon as it is certified under the hand of a competent person appointed for this purpose by the Board of Trade that the Company have constructed, and so far completed, any portion of the quay as to afford convenient accommodation for vessels, although the whole thereof is not then completed.

Action for tonnage dues.

**66.** If the master of a vessel fails to pay the dues payable to the Company in respect thereof, the same may be recovered by the Company by proceedings against him and against the owner of the vessel, or either of them, in a court of competent jurisdiction.



67. The Company shall have the appointment of meters and weighers on and in connexion with the quay.

Appoint-  
ment of  
meters and  
weighers.

68. Officers of Customs being in the execution of their duty shall at all times have free ingress and egress into, upon, and from the quay by land, or with their vessels or otherwise, without payment.

Officers of  
Customs to  
have free  
access to  
quay with-  
out payment.

69. The period for the sale of lands at the passing of this Act vested in the Company, but not required by them for the purposes of their undertaking, shall (but not so as to shorten the period allowed in that behalf by any other Act in respect of any part of those lands) be as follows; (that is to say,)

Sale of  
superfluous  
lands.

With respect to lands adjoining any station of the Company, or required by them for any station or station purposes, the period shall be ten years from the passing of this Act;

With respect to other lands the period shall be two years from the passing of this Act.

70. And whereas the Company claim to be seised and possessed of certain land and premises in the parish of Spalding in the county of Lincoln, which by a provisional agreement between Henry Hawkes of the one part, and the Eastern Counties Railway Company of the other part, of the twenty-seventh of May one thousand eight hundred and forty-seven, were agreed to be purchased by the Eastern Counties Railway Company in the event of the passing of a Bill which that Company were then promoting, entitled "A Bill to enable the Eastern Counties Railway Company to make a Railway from Wisbech to Spalding:" And whereas the said Bill received the royal assent on the twenty-second day of July one thousand eight hundred and forty-seven, but the Eastern Counties Railway Company never proceeded with the construction of the works, and ultimately abandoned the undertaking thereby authorised: And whereas the said Henry Hawkes filed a Bill and obtained a decree for specific performance of the said provisional agreement, and the amount of purchase money and compensation, amounting to thirteen thousand pounds, was, together with interest thereon, paid into the Bank of England with the privity of the Accountant General to the credit of the cause of Hawkes v. The Eastern Counties Railway Company, and the said land and premises were by conveyance dated the first day of August one thousand eight hundred and fifty-one (which conveyance was settled by the Master to whose court the said cause was attached) granted and conveyed by the said Henry Hawkes to the Eastern Counties Railway Company, their successors and assigns: And whereas the Company have

Enabling  
Company to  
sell certain  
land at  
Spalding.



A.D. 1874. lately contracted and agreed for the sale of the said land and premises for the sum of three thousand pounds, but the purchaser of the same is advised that it is doubtful whether the fee simple of and in the said land and premises was effectually vested in the Eastern Counties Railway Company, owing to the non-compliance with certain formalities prescribed by "The Lands Clauses Consolidation Act, 1845," relating to the appointment of surveyors to certify to the sufficiency of the purchase money and compensation, the said Henry Hawkes having been entitled only as tenant for life to part of the said land and premises: Be it therefore enacted, that, notwithstanding such non-compliance, the said land and premises shall be deemed to have been as well and effectually vested in the said Eastern Counties Railway Company by the said conveyance of the first of August one thousand eight hundred and fifty-one, for an estate of inheritance in fee simple, according to the true intent and meaning of the said indenture, and the Company shall have as complete and effectual power to sell and convey the same as if the aforesaid formalities had been duly complied with.

Company may raise money by shares instead of mortgage in certain cases.

71. The Company may, if they think fit, instead of borrowing money on mortgage of all or any of the superfluous or reserved lands upon their Metropolitan Extensions, as authorised by section forty-eight of the Great Eastern Railway (Metropolitan Railways) Act, 1870, raise by shares or stock any sum not exceeding three fourth parts of the value of those lands, according to the estimate of the surveyor of the Company, and the Company by resolution of a general meeting may fix the terms upon which such shares or stock shall be created and issued, and may provide for the redemption thereof, and may resolve that,—

- (1.) The shares or stock shall bear a fixed dividend not exceeding five pounds per centum per annum:
- (2.) The shares or stock shall be redeemed or paid off at par at a fixed date, not exceeding the time within which superfluous lands on the Metropolitan Extensions of the Company are to be sold:
- (3.) The rents and income arising from the lands shall be first applicable in each year to payment of the dividends on the shares or stock, and any surplus shall be carried to the general revenues of the Company, and any deficiency in any year shall be made up out of the net revenue applicable in that year to dividend on the ordinary stock:
- (4.) Money arising from the sale of the land, and money representing the value of any of such lands used or appropriated for the purposes of the undertaking of the Company, shall



be applied to the purchase of any such shares or stock by agreement with the holders thereof, or carried to a sinking fund for the ultimate redemption of such shares or stock at par. A.D. 1874.

**72.** The Company may from time to time apply their capital, to an amount not exceeding in the whole fifteen thousand pounds, in erecting upon land belonging to them any buildings connected with or dependent on the structure of their Metropolitan stations and railways, and may let the same, and may appropriate any of their lands for the erection of cottages and houses for their servants, although beyond the limits of any of their stations; and all such buildings, cottages, and houses, and the lands of the Company on which the same are erected, or which are appropriated for purposes thereof or connected therewith, shall be deemed to be required for the purposes of the Company's undertaking. Buildings in connexion with Metropolitan lines, cottages for servants, &c.

**73.** The Company may apply part of the money raised by the issue of share capital under this Act in defraying the expenses of and incident to the removal of their head office from their station at Bishopsgate to their station at Liverpool Street. Expense of removal from Bishopsgate.

**74.** Section one hundred and forty-three of the Great Eastern Railway Act, 1862, relating to the taking up or setting down of passengers at the Cambridge Railway Station, or within three miles thereof, on Sunday, shall be read as though the words "or at any place within three miles of the same" were omitted from such section, and as though the words "one in the afternoon" were inserted in the said section in lieu of the words "five in the afternoon." Sunday passenger traffic at Cambridge.

**75.** The Company, for the purposes of the redemption of the Company's six and a half per centum preference stock, 1866, may raise any additional sums of money, not exceeding in the whole the sum of sixty-three thousand nine hundred and thirty pounds, by the creation of new ordinary or preference shares or stock, and the Company may, if they think fit, create and issue the new shares or stock by this section authorised so as to form one stock with and be of the same class as the additional capital for raising the sum of eight hundred thousand pounds by this Act authorised to be raised. Company may raise money for redemption of six and a half per centum stock.

**76.** Section 45 of the East Norfolk Railway Act, 1872, is hereby repealed, and in lieu thereof section thirty-two of the East Norfolk Railway Act, 1864, shall be deemed to include and apply to the Cromer Extension, in the same manner as if that extension had been authorised by the last-mentioned Act, and the provisions of the agreement comprised in the second schedule to this Act shall Working agreement to apply to Cromer Extension of the East Norfolk Railway.

A.D. 1874. — extend and apply to the Cromer Extension in manner contemplated by the fifteenth article of that agreement, and the extension when made shall be worked and maintained by the Company accordingly, in conformity with the provisions and stipulations of that agreement.

Provision respecting share and loan capital of Ramsey Company.

**77.** The Company may, in their own name or in the names of trustees for them, hold the shares or stock and debentures held by or in trust for the Company at the passing of this Act constituting the share and loan capital of the Ramsey Railway Company, with and subject to the following provisions; (that is to say,)

(1.) The Company while holding any shares or stock in that capital shall have all the powers, rights, and privileges, and be subject to all the obligations and liabilities, of proprietors of shares or stock in the Ramsey Railway Company:

(2.) The Company shall nevertheless not dispose or transfer any shares or stock in that capital.

Subscription to Lynn and Hunstanton Company.

**78.** The Company may hold the sum of twenty-one thousand and twenty pounds stock in the capital of the Lynn and Hunstanton Railway Company independently of any sum or sums of money which they may subscribe to that undertaking, or to the amalgamated undertaking of the Lynn and Hunstanton and West Norfolk Junction Railway Companies, under the powers of any Act of the present session of Parliament.

Saving for London and Blackwall Company and Lowestoft Railway and Harbour Company.

**79.** Nothing in this Act contained shall prejudice, affect, or alter the rights, powers, or remedies of the London and Blackwall Railway Company under the lease of that railway to the Company, or the Act authorising that lease, or of the Lowestoft Railway and Harbour Company.

Saving for Northern and Eastern Company.

**80.** Provided always, that this Act or anything herein contained shall not in anywise lessen, prejudice, alter, or otherwise affect any of the rights, interests, powers, authorities, privileges, remedies, claims, and demands whatsoever, whether at law or in equity or otherwise howsoever, which under or by virtue of the several Acts relating either immediately or mediately to the Northern and Eastern Railway Company, that Company, or the shareholders of that Company, or any of them, were immediately before the passing of this Act entitled to or might lawfully have, exercise, enjoy, or claim against or with respect to or in any way concerning the Company, or the railways, works, or other property of the Company or any part thereof, or the revenue or profits of the Company or any part thereof, or the undertakings of the Company or any part thereof, or against or with respect to or in any way concerning any company, or the shareholders of any company,



having or claiming any rights or interests against or with respect to or in any way concerning the Company, or the railways, works, or other property of the Company or any part thereof, or the revenue or profits of the Company or any part thereof, or the undertaking of the Company or any part thereof, but all such rights, interests, powers, authorities, privileges, remedies, claims, and demands whatsoever of the Northern and Eastern Railway Company, and the shareholders thereof, and every of them respectively, shall be and remain as of full force, validity, operation, and effect, and may be had, exercised, enjoyed, and enforced in like manner to all intents and purposes whatsoever, both at law and in equity and otherwise howsoever, as if this Act had not been passed, anything in this Act to the contrary thereof in anywise notwithstanding. A.D. 1874.

**81.** Nothing contained in this Act shall authorise the Company to take, use, or in any manner interfere with any land or hereditaments, or any rights of whatsoever description, belonging to the Queen's most Excellent Majesty in right of her Crown, and under the management of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or either of them, without the consent in writing of the same Commissioners or one of them, on behalf of Her Majesty, first had and obtained for that purpose (which consent such Commissioners are hereby respectively authorised to give), neither shall anything in the said Act or Acts contained extend to take away, prejudice, diminish, or alter any of the estates, rights, privileges, powers, or authorities vested in or enjoyed or exerciseable by the Queen's Majesty, her heirs or successors. Saving rights of the Crown.

**82.** Nothing contained in this Act shall authorise the Company to take, use, or in any manner interfere with any portion of the shore or bed of the sea, or of any river, channel, creek, bay, or estuary, or any right in respect thereof, belonging to the Queen's most Excellent Majesty in right of her Crown, and under the management of the Board of Trade, without the previous consent in writing of the Board of Trade, on behalf of Her Majesty (which consent the Board of Trade may give), neither shall anything in this Act contained extend to take away, prejudice, diminish, or alter any of the estates, rights, privileges, powers, or authorities vested in or enjoyed or exerciseable by the Queen's Majesty, her heirs or successors. Saving rights of the Crown in the foreshore.

**83.** If any land on the water side of the lands by this Act authorised to be embanked or reclaimed shall at any time after the execution of any works under the authority of this Act become raised in height or reclaimed, whether gradually or imperceptibly Saving rights as to future accretions.



A.D. 1874. or otherwise, so as to be above instead of below the line of ordinary high-water mark, the Company shall not by virtue of the ownership of any lands which they are by this Act empowered to reclaim have any estate, right, or interest in or to the lands so raised in height or reclaimed by reason that such raising or reclamation has been gradual or imperceptible, or has been either wholly or partially caused by the works by this Act authorised, or otherwise, but the right and title to the soil and freehold of such land when so raised or reclaimed shall continue vested in the Queen's Majesty, or such other corporation or person or persons as is or are at the time of the passing of this Act entitled to the same, and as if the same had continued, as the same now is, subject to the flow and reflow of the ordinary tides, unless the Company shall have purchased the rights and interest of the Queen's Majesty, or such other corporation or person or persons entitled to such lands.

Any land reclaimed by the works not to be taken without the consent of the Board of Trade.

84. If in the course or by means of the execution of any of the works by this Act authorised, any part of the shores or bed of the said River Stour, or of the sea beyond the mouth thereof, belonging to Her Majesty, shall be inned, gained, or reclaimed from the water, the Company shall not have or exercise any right upon the same or in respect thereof, and shall not enter upon, take, use, or interfere with the land so inned, gained, or reclaimed for any purpose whatsoever without the consent in writing of the Board of Trade on behalf of Her Majesty, but such inning, gaining, or reclamation shall enure absolutely for the benefit of the Queen's Majesty, her heirs and successors.

Interest not to be paid on calls paid up.

85. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him; but nothing in this Act shall 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.

86. The Company shall not, out of any money by this Act authorised 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 authorising the Company to construct any other railway, or to execute any other work or undertaking.

Company not exempt

87. Nothing in this Act contained shall exempt the Company or their undertaking 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, authorised by this Act. A.D. 1874.  
from provisions of present and future general Acts.

**88.** The costs, charges, and expenses preliminary to and of and incidental to the preparing of and applying for and the obtaining and passing of this Act shall be paid by the Company. Expenses of Act.

A.D. 1874.

**SCHEDULES.**

**THE FIRST SCHEDULE.**

**PART I.—TONNAGE DUES ON VESSELS.**

	Tolls not exceeding
	s. d.
For every steam vessel using the quay, per registered ton	0 5
For every vessel other than a steam vessel using the quay, per registered ton	0 4
For a vessel using the quay (whether having previously paid or being liable to pay tonnage rates or not), and remaining at the quay (except under stress of weather) longer than the following time :	
In case of a steam vessel forty-eight hours	-
In case of a vessel other than a steam vessel twenty-four hours	-
For every six hours or fraction of six hours beyond that respective period, an additional due per registered ton not exceeding	0 2

**PART II.—WHARFAGE DUES.**

	Dues not exceeding
	s. d.
For every person who shall land or embark at the quay	0 2
For every horse or mule	2 0
For cattle, per head	1 0
Sheep, lambs, and pigs, per head	0 1
Calves, per head	0 2
One-horse carriages	1 6
Two-horse carriages	4 0
For every quarter of wheat, oats, rye, barley, malt, beans, peas, tares, mustard seed, canary, and seeds of every denomination	0 2
Anchors, per cwt.	0 3
Ashes, per barrel	0 1
Alum, per cwt.	0 1
Anchovies, per barrel	0 1
Anchor stock, per foot run	0 1
Apples and pears, per sack of three bushels	0 2
Asparagus, per basket	0 2
Ale, porter, beer, cider, or perry, per butt	0 4
Ditto, per cask	0 1
Ditto, per hogshead	0 2
Ditto, per half hogshead, or other less quantity	0 1
Ditto, in bottles, twelve dozen	0 2
Bran or pollard, per eight bushels	0 1
Beer, table, per nine gallons	0 1



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	Dues not exceeding	
	s.	d.
Beef or pork contained in any cask, per cwt. - - -	0	1
Barrel boards or staves, per thousand - - -	0	9
And all other staves in proportion.		
Butts, staves, per hundred - - - - -	1	0
Battens, Petersburg, per hundred - - - - -	0	6
Boards or battens, close, per hundred - - - - -	0	4½
Billiard table - - - - -	2	6
Bricks, per thousand - - - - -	0	4½
Bedstead, mahogany - - - - -	0	3
Bedstead, every other - - - - -	0	2
Barilla, per ton - - - - -	1	0
Ditto, per seron - - - - -	0	2
Bolt of canvas, Nos. 1, 2, 3 - - - - -	0	0½
Ditto, every other - - - - -	0	1
Butt, pipe, or puncheon, entire or in staves, each - - - - -	0	1
Bottles, empty, per dozen - - - - -	0	1
Bale, every box, truss, trunk, case, chest, bundle, or parcel containing goods not enumerated in schedule, per cubic foot - - - - -	0	0½
Ditto, per cwt. - - - - -	0	1
Baskets, per dozen - - - - -	0	6
Basket or maund, containing goods not enumerated in schedule - - - - -	0	4
Ditto, smaller, each - - - - -	0	3
Ditto, empty, per dozen - - - - -	0	1
Beef or pork, per tierce - - - - -	0	4
Ditto, per barrel - - - - -	0	1
Butter, per barrel - - - - -	0	1
Ditto, or cheese, per cwt. - - - - -	0	1
Biscuit, per bag - - - - -	0	1½
Bleaching powder, per cwt. - - - - -	0	1
Beans and peas, per sack - - - - -	0	1
Bottles, full, in hampers, per dozen - - - - -	0	2
Bottles, new, in mats or hamper - - - - -	0	6
Brooms, hair, and mops, per dozen - - - - -	0	0½
Bobbins, per bag - - - - -	0	3
Bacon, per box or bale - - - - -	0	3
Beef, per cwt. - - - - -	0	1
Bedding, seamen's - - - - -	0	1
Currants or raisins, per cwt. - - - - -	0	1
Coffee, per cwt. - - - - -	0	1
Copper or brass, wrought or unwrought, per cwt. - - - - -	0	1
Chalk stones, rough or hewn, per ton - - - - -	0	4
Cement, per barrel - - - - -	0	2
Cordage, per cwt. - - - - -	0	1½
Clover seed, per sack - - - - -	0	3
Calf skins, per dozen - - - - -	0	4
Colours, per firkin - - - - -	0	1

A.D. 1874.

							Dues not exceeding	
							s.	d.
Clog soles, per dozen	-	-	-	-	-	-	0	1
Carboys, each	-	-	-	-	-	-	0	2
Coals, culm, splint, coke, or cinder, per ton	-	-	-	-	-	-	0	6
Chest of drawers, double	-	-	-	-	-	-	0	8
Ditto, single	-	-	-	-	-	-	0	5
Chairs, per dozen	-	-	-	-	-	-	0	6
Ditto, each	-	-	-	-	-	-	0	1
Chimney pots, each	-	-	-	-	-	-	0	1
Cabbages, per crate	-	-	-	-	-	-	0	3
Carrots and vegetable roots, per hundred	-	-	-	-	-	-	0	1
Deals, per load, containing 50 cubic feet	-	-	-	-	-	-	0	9
Dogs, each	-	-	-	-	-	-	0	2
Earthenware, per large crate	-	-	-	-	-	-	0	6
Ditto, per small crate	-	-	-	-	-	-	0	3
Fish, per pot, prickle, or pad	-	-	-	-	-	-	0	1
Ditto, per ton	-	-	-	-	-	-	1	0
Ditto, per trunk	-	-	-	-	-	-	0	1
Ditto, per bushel or sieve	-	-	-	-	-	-	0	1
Flax seed, per hogshead	-	-	-	-	-	-	0	4
Ditto, per barrel	-	-	-	-	-	-	0	2
Fruit, per bushel, crate, sieve, or box	-	-	-	-	-	-	0	1
Flour, per sack of five bushels	-	-	-	-	-	-	0	1
Faggots, per cwt.	-	-	-	-	-	-	0	6
Firewood, per cord	-	-	-	-	-	-	0	3
Feathers, per cwt.	-	-	-	-	-	-	0	1
Farina, per sack	-	-	-	-	-	-	0	2
Foxes, each	-	-	-	-	-	-	0	6
Fowls, and every other sort of poultry, per crate	-	-	-	-	-	-	0	4
Flint stones, per ton	-	-	-	-	-	-	0	1
Furniture, large, per article	-	-	-	-	-	-	0	3
Ditto, small, per article	-	-	-	-	-	-	0	1
Glass ware, per large crate	-	-	-	-	-	-	0	6
Ditto, per small crate	-	-	-	-	-	-	0	3
Glass, window, per crate	-	-	-	-	-	-	0	4
Grindstones, each	-	-	-	-	-	-	0	1
Girders, iron, per ton	-	-	-	-	-	-	0	6
Grate or range, large	-	-	-	-	-	-	0	6
Ditto, small	-	-	-	-	-	-	0	3
Gunpowder, per barrel	-	-	-	-	-	-	0	6
Guano, per ton	-	-	-	-	-	-	0	9
Garden stuff, per bushel or sieve	-	-	-	-	-	-	0	1
Hay, per load	-	-	-	-	-	-	0	6
Hops, per bag	-	-	-	-	-	-	0	3
Ditto, per pocket	-	-	-	-	-	-	0	2
Hams, bacons, or tongues, per cwt.	-	-	-	-	-	-	0	1
Herrings, red, per barrel	-	-	-	-	-	-	0	2



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	Dues not exceeding		A.D. 1874.
	s.	d.	—
Hogshead, packed with goods not enumerated in schedule	-	0 6	
Hoops, per bundle	-	0 1	
Hurdles, per 100	-	0 10	
Hardware, per cask or box	-	0 6	
Harpsichord	-	1 0	
Harps, each	-	0 8	
Hemp, per cwt.	-	0 1	
Hares, pheasants, and all other game, per head	-	0 1	
Hides, raw or tanned	-	0 1	
Iron, per cwt.	-	0 1	
Ditto, per ton	-	1 0	
Ditto, pots, each	-	0 1	
Kelp, per ton	-	0 6	
Laths, per 20 bundles	-	0 3	
Lamp black, in casks	-	0 6	
Lath wood, six foot per fathom	-	0 6	
Ditto, five foot ditto	-	0 4	
Lead, per cwt.	-	0 1	
Ditto, per ton	-	1 0	
Lime, per load of 28 bushels	-	0 1	
Leather, per cwt.	-	0 4	
Leeks, per dozen bundles	-	0 1	
Linseed meal, per bag	-	0 2	
Linen, per bale or case	-	0 6	
Lumber, and every other article not specified before in this table, per foot cube	-	0 1	
Ditto, dosser cwt.	-	1 0	
Manure, in bags, per ton	-	0 6	
Meal or middlings, per cwt.	-	0 1	
Mahogany, in logs or planks, per foot cube	-	0 1	
Masts, ten inches in diameter or upwards, each	-	2 0	
Ditto, under ten inches, each	-	0 9	
Millstones, large, each	-	0 6	
Ditto, small, each	-	0 4	
Molasses, per puncheon	-	0 4	
Mustard, per thirty-pound barrel	-	0 1	
Marble, per ton	-	1 0	
Machinery, per ton	-	0 6	
Machines, sewing, printing, or working, each	-	1 0	
Matches, in casks or cases	-	1 0	
Nails, per bag	-	0 1	
Nuts, per bag	-	0 1	
Oil cakes, per thousand	-	0 9	
Oranges and lemons, per chest	-	0 3	
Ditto ditto per half chest	-	0 2	

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							Dues not exceeding	
							s.	d.
Oil, train or fish, per barrel, and so on in proportion for any greater or smaller quantity	-	-	-	-	-	-	0	4
Oak or elm planks, per load containing 30 cubic feet	-	-	-	-	-	-	0	6
Oakum, per cwt.	-	-	-	-	-	-	0	2
Oysters, per bushel	-	-	-	-	-	-	0	1
Ditto, per firkin or small barrel	-	-	-	-	-	-	0	1
Oil cake, per cwt.	-	-	-	-	-	-	0	3
Ovens, each	-	-	-	-	-	-	0	3
Ordnance pieces, of brass or iron, per cwt.	-	-	-	-	-	-	0	2
Onions, per bushel	-	-	-	-	-	-	0	1
Oatmeal, per sack	-	-	-	-	-	-	0	1
Oil, per pipe	-	-	-	-	-	-	0	6
Ditto, per hogshead	-	-	-	-	-	-	0	2
Ditto, per half hogshead	-	-	-	-	-	-	0	1
Ditto, per jar	-	-	-	-	-	-	0	1
Ditto, per chest	-	-	-	-	-	-	0	1
Ditto, per half chest	-	-	-	-	-	-	0	1
Potatoes, per barrel	-	-	-	-	-	-	0	1
Ditto, per ton	-	-	-	-	-	-	0	9
Ditto, per sack of three bushels	-	-	-	-	-	-	0	1
Plums, per box	-	-	-	-	-	-	0	1
Pails or buckets, per dozen	-	-	-	-	-	-	0	3
Posts and rails, per load of fifty cubic feet	-	-	-	-	-	-	0	6
Peas and rice, per sack	-	-	-	-	-	-	0	1
Pewter, wrought, per cwt.	-	-	-	-	-	-	0	1
Ditto, old	-	-	-	-	-	-	0	1
Pianofortes, each	-	-	-	-	-	-	2	0
Pitch and tar, per barrel	-	-	-	-	-	-	0	2
Paper, per cwt.	-	-	-	-	-	-	0	6
Straw, per load	-	-	-	-	-	-	0	6
Sugar, loaf, per cwt.	-	-	-	-	-	-	0	1
Ditto, raw, per cwt.	-	-	-	-	-	-	0	1
Salt, per cwt.	-	-	-	-	-	-	0	1
Shumac, per bag	-	-	-	-	-	-	0	2
Spars, per score	-	-	-	-	-	-	0	3
Solder, per cwt.	-	-	-	-	-	-	0	1
Sofas, each	-	-	-	-	-	-	0	6
Stone, per ton	-	-	-	-	-	-	0	6
Paving, per ton	-	-	-	-	-	-	0	6
Slate, per ton, containing twenty-four cubic feet	-	-	-	-	-	-	0	6
Stove, register	-	-	-	-	-	-	0	4
Ditto, other	-	-	-	-	-	-	0	3
Sedan chairs, each	-	-	-	-	-	-	0	6
Salmon, per kip or basket	-	-	-	-	-	-	0	2
Skins, goat, dog, calf, sheep, or lamb, per dozen	-	-	-	-	-	-	0	4



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							Dues not exceeding	A.D. 1874.	
							s.	d.	
Soap, per cwt.	-	-	-	-	-	-	0	1	
Starch, per cwt.	-	-	-	-	-	-	0	1	
Soda or soda ash, per ton	-	-	-	-	-	-	1	0	
Staves, pipe, per hundred	-	-	-	-	-	-	0	1	
Ditto, hogshead, per hundred	-	-	-	-	-	-	0	1	
Ditto, barrel, per hundred	-	-	-	-	-	-	0	1	
Ditto, ends, per hundred	-	-	-	-	-	-	0	1	
Shoes or boots, per box or hamper	-	-	-	-	-	-	0	6	
Shot, per bag	-	-	-	-	-	-	0	1	
Salt fish, per cwt.	-	-	-	-	-	-	0	1	
Spades and shovels, per dozen	-	-	-	-	-	-	0	2	
Shrimp baskets, each	-	-	-	-	-	-	0	0½	
Tallow, soap, or candles, per cwt.	-	-	-	-	-	-	0	1	
Tea, per quarter chest	-	-	-	-	-	-	0	2	
And so in proportion for any greater or less quantity than half a chest.									
Tar, per cask	-	-	-	-	-	-	0	2	
Treacle, per cwt.	-	-	-	-	-	-	0	1	
Timber, per load, containing fifty cubic feet	-	-	-	-	-	-	0	6	
Tables, dining, per set	-	-	-	-	-	-	1	0	
Ditto, others, dining tables, each	-	-	-	-	-	-	0	6	
Ditto, card or Pembroke, each	-	-	-	-	-	-	0	3	
Ditto, every other, each	-	-	-	-	-	-	0	3	
Tombstones, each	-	-	-	-	-	-	1	6	
Ditto, marble	-	-	-	-	-	-	2	6	
Tiles, plain, per thousand	-	-	-	-	-	-	0	3	
Ditto, hip or gutter, per thousand	-	-	-	-	-	-	0	4	
Ditto, ridge or pantiles, per thousand	-	-	-	-	-	-	0	6	
Ditto, mathematical, per thousand	-	-	-	-	-	-	0	9	
Ditto, paving, per thousand	-	-	-	-	-	-	0	3	
Thread, in casks or cases, each	-	-	-	-	-	-	0	6	
Turtle, each	-	-	-	-	-	-	0	10	
Tobacco and snuff, per cwt.	-	-	-	-	-	-	0	1	
Tin, per ton	-	-	-	-	-	-	0	2	
Tallow, per cwt.	-	-	-	-	-	-	0	1	
Turbot, per score	-	-	-	-	-	-	0	1	
Tow and waste, per cwt.	-	-	-	-	-	-	0	1	
Trunk, portmanteau, or bundle, each	-	-	-	-	-	-	0	1	
Vats, packed with goods not enumerated in schedule, each per foot									
cube	-	-	-	-	-	-	0	1	
Ditto, per cwt.	-	-	-	-	-	-	0	1	
Violins, bass viols, or other stringed instruments (except harps), each	-	-	-	-	-	-	0	2	
Vinegar, per hogshead	-	-	-	-	-	-	0	4	
Wool, yarn, or cotton, per cwt.	-	-	-	-	-	-	0	4	
Wine (not British), sweet oil, or spirits, for every gallon contained in any butt, pipe, puncheon, or piece, or any cask whatsoever	-	-	-	-	-	-	0	1	

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Defining the term "gross receipts."

7. The "gross receipts" shall include all fares, rates, and sums received or earned from passengers, including annual and season tickets, parcels, horses, carriages, and dogs, mails, goods and merchandise, live stock, tolls (if any) received or due from other companies, minerals, advertisements and placards, rents of wharves and other property belonging to the East Norfolk Company, not being surplus lands, and the apportionment and distribution of the traffic receipts shall be made through the Clearing House in the usual way.

Deductions and allowances to be made to the two Companies respectively.

8. The following deductions or allowances shall be made to the respective Companies:

- (a) In the division of the receipts for traffic carried over the portion of the Norwich and Yarmouth line of the Great Eastern Company between the junction therewith of the original railway and the Thorpe Station at Norwich of the Great Eastern Company, the distance traversed on the Norwich and Yarmouth line shall be deemed one mile:
- (b) For the use of the Thorpe Station for passenger traffic the Great Eastern Company shall also be entitled to deduct before division two per centum of the gross receipts of all passenger traffic booked on or to any station on the East Norfolk Railway to or from Norwich, but not beyond:
- (c) For compensation for accidents to passengers, and losses in respect of goods, the Great Eastern Company shall also be entitled to deduct before division such proportion of the aggregate amount paid for such compensation by the Great Eastern Company in any half year as the gross receipts from traffic of the original railway or part thereof worked by the Great Eastern Company bears to the gross receipts from traffic on all the railways worked by the Great Eastern Company in the same half year:
- (d) The East Norfolk Company shall be entitled to any moneys arising from the use of their railway and lands by the Postmaster General for telegraphic purposes.

Charges to be borne by the Great Eastern Company.

9. The Great Eastern Company shall bear and pay the following charges; (that is to say,) locomotive, carriage, and waggon charges, law charges incurred by the Great Eastern Company in the working of the traffic, compensation for accidents arising from working the traffic, Railway Clearing House expenses, advertising, and printing, so far as relates to maintenance and working of the line and electric telegraph (the maintenance of the electric telegraph to have reference exclusively to the use of the same for railway purposes), and all rates, taxes, tithes, and other tenant's charges, maintenance and renewals of way and works, and the salaries and wages of all officers, servants, and workmen employed on the original railway.

Charges to be borne by the East Norfolk Company.

10. The East Norfolk Company shall pay out of their proportion of the gross receipts any rentcharges (other than tithe rentcharges), land tax, and landlord's property tax, and also all expenses of their own direction, secretary, and other officers and agents incidental to their existence as a separate company, including all their capital, parliamentary, and legal charges and expenses other than those to be borne by the Great Eastern Company.

Accounts to be rendered by the Great Eastern Company half-yearly.

11. Within six weeks after the thirtieth day of June and the thirty-first day of December in every year, the Great Eastern Company shall deliver to the East Norfolk Company true and perfect detailed accounts in writing of the gross receipts and credits of the Great Eastern Company in respect of the original railway for the preceding half year, and shall if required by the East Norfolk Company concur and assist in ascertaining the accuracy thereof, and rectify any error which may be discovered; and if any dispute shall arise between the



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Companies with reference to the accuracy of the accounts, the same shall be settled by arbitration, but the Great Eastern Company shall, notwithstanding any such dispute, pay over within the said period of six weeks the amount appearing by such accounts to be payable to the East Norfolk Company. A.D. 1874.

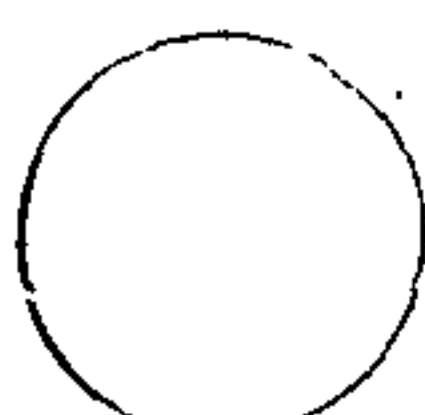
12. If at any time the Great Eastern Company shall find it necessary that further sidings or other accommodation or works should be provided on the East Norfolk Railway, they may require the East Norfolk Company to provide the same; and in case any dispute shall arise as to the necessity of providing such siding, or other accommodation or works, the same shall be settled by arbitration; and in case the East Norfolk Company make default in the premises and fail to do any work required or awarded to be done by them, the Great Eastern Company may execute the work, and deduct interest at the rate of five pounds per centum per annum on the reasonable cost thereof from any money payable by them to the East Norfolk Company. Provision for further works for facilitating traffic.

13. If any dispute shall arise upon the construction or true intent or meaning of this agreement, or the proper carrying out of any stipulation thereof by either Company, the same shall be settled by arbitration, and every reference to arbitration under this agreement shall be proceeded with under and in conformity with "The Common Law Procedure Act, 1854." Disputes to be settled by arbitration.

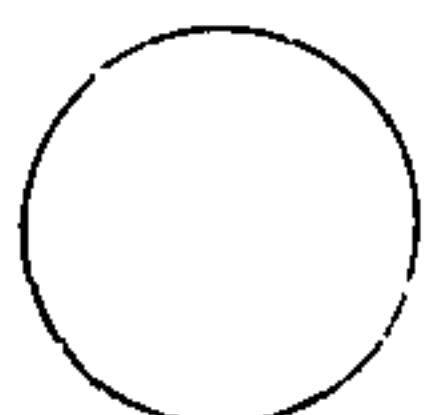
14. This agreement shall be in perpetuity. Agreement to be in perpetuity.

WITH RESPECT TO THE EXTENSION RAILWAY.

15. The powers conferred by the East Norfolk Railway Act, 1872, in respect of the extension railway shall be enlarged, and application shall be made to Parliament, as soon as conveniently may be, for the extension of the existing powers of working and maintenance by the Great Eastern Company with reference to the original line to the extension railway, and when such powers shall have been so made applicable to the extension railway the preceding clauses of this agreement, mutatis mutandis, shall be applicable to the extension railway as well as to the original line, subject to the execution of any other agreement that may be necessary. In witness whereof the Great Eastern Company and the East Norfolk Company have caused their common seals to be hereunto affixed the day and year first above written. Application for enlarged powers, so as to extend this agreement to the extension railway.

 The common seal of the said Great Eastern Railway Company was hereunto affixed in the presence of

J. B. OWEN,  
Secretary.

 The seal of the East Norfolk Railway Company affixed hereto in the presence of

J. HADFIELD,  
Secretary.

The Board of Trade hereby signify their approval of the foregoing agreement.

Dated this second day of October 1872.

W. R. MALCOLM,  
An Assistant Secretary of the Board of Trade.