CHAPTER ccxv.

An Act for incorporating the Ballyclare Ligoniel and Belfast Junction Railway Company and for other purposes. A.D. 1881.

[22nd August 1881.]

WHEREAS the construction of the railways herein-after described from the Railway No. 4 authorised by the Belfast Central Railway (New Lines &c.) Act 1880 (herein-after referred to as the Act of 1880) to the Ballymena and Larne Railway at Ballyclare and to Ligoniel would be of public and local advantage: 43 & 44 Vict. c. clxxxiv.

And whereas the persons herein-after in that behalf named with others are willing to execute the undertaking and it is expedient that they be incorporated into a Company for that purpose:

And whereas it is expedient that the Company to be incorporated as aforesaid (in this Act called "the Company") and the Belfast Central Railway Company (in this Act called "the Central Company") be empowered to enter into and carry into effect working and other agreements as herein-after provided:

And whereas it is expedient that the Central Company be authorised and required to abandon the construction of the Railway No. 5 authorised by the Act of 1880 the construction of which will be rendered unnecessary by the construction of the Railway No. 2 by this Act authorised:

And whereas plans and sections showing the lines and levels of the railways authorised by this Act and also books of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes and under the powers of this Act were duly deposited with the clerk of the peace for the county of Antrim and are herein-after respectively referred to as the deposited plans sections and books of reference:

And whereas the purposes of this Act cannot be effected without the authority of Parliament:

A.D. 1881.

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:

Short title.

1. This Act may be cited as the Ballyclare Ligoniel and Belfast Junction Railway Act 1881.

Incorporation of Acts. 8 & 9 Vict. c. 16. 26 & 27 Vict. c. 118. 8 & 9 Vict. c. 18. 14 & 15 Vict. c. 70. 23 & 24 Vict. c. 97. 23 & 24 Vict. c. 106. 8 & 9 Vict. c. 20. 27 & 28 Vict. c. 71. 31 & 32 Vict. c. 70. 26 & 27 Vict. c. 92. 36 & 37 Vict. c. 76.

2. The Companies Clauses Consolidation Act 1845 Part I. (relating to cancellation and surrender of shares) and Part III. (relating to debenture stock) of the Companies Clauses Act 1863 the Lands Clauses Consolidation Act 1845 (so far as the same is consistent with the Railways Act (Ireland) 1851 as amended by the Railways Act (Ireland) 1860) the Lands Clauses Consolidation Acts Amendment Act 1860 the Railways Clauses Consolidation Act 1845 (except as otherwise in this Act provided) the Railways Act (Ireland) 1851 the Railways Act (Ireland) 1860 the Railways Act (Ireland) 1864 the Railways Traverse Act and Part I. (relating to construction of railway) and Part III. (relating to working agreements) of the Railways Clauses Act 1863 (as amended or varied by the Regulation of Railways Act 1873) are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction.

Deposit of plans with clerks of unions.

4. With reference to this Act all the provisions of sections 7 8 and 9 of the Railways Clauses Consolidation Act 1845 shall be read and construed as if the expression "clerks of the unions within "which such parishes are included in Ireland" or the words "clerks "of the unions" (as the case may be) had been used and inserted in such sections in lieu of the expression "the postmasters of the post "towns in or nearest to such parishes in Ireland" or in lieu of the word "postmasters" (as the case may be).

Company incorporated.

5. Alexander Young Sir Leopold George Heath K.C.B. Sir Thomas Dakin and all other persons and corporations who have already subscribed to or shall hereafter become proprietors in the undertaking and their executors administrators successors and assigns respectively shall be and are hereby united into a Company for the purpose of making and maintaining the railways by this Act authorised and for other the purposes of this Act and for those purposes shall be and are hereby incorporated by the name of the

Ballyclare Ligoniel and Belfast Junction Railway Company and by that name shall be a body corporate with perpetual succession and a common seal and with power to purchase take hold and dispose of lands and other property for the purposes of this Act. A.D. 1881.

Power to make railways.

6. Subject to the provisions of this Act the Company may make and maintain in the lines and according to the levels shown on the deposited plans and sections the railways herein-after described with all proper stations sidings approaches works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for that purpose. The railways herein-before referred to and authorised by this Act will be wholly situate in the county of Antrim and are:—

(1.) A railway (No. 1) 2 miles and 0·25 chains or thereabouts in length commencing by a junction with Railway No. 4 authorised by the Act of 1880 at a point about 35 yards northward from the northern side of the lane leading from Ardoyne to Ardoyne Low Cottages and about 130 yards westward from the said cottages and terminating in the townland of Ballysillan Lower at or near the eastern side of the Crumlin Road opposite the point at which the Ligoniel Road branches off and being about 175 yards measured in a southerly direction from the Lough View Tavern on the said Crumlin Road;

(2.) A railway (No. 2) 1 mile 1 furlong and 5 chains or thereabouts in length commencing by a junction with the Railway No. 4 authorised by the Act of 1880 at or near the point of commencement as above described of Railway No. 1 by this Act authorised and terminating in the townland of Skegoneill in a field on the westerly side of the Cave Hill Railway or Tramway at a point about 600 yards northward from the iron post (in the road running alongside the said railway or tramway from the Antrim Road to Cave Hill School) indicating the point at which the boundary of the borough of Belfast crosses the road in which the said post stands;

(3.) A railway (No. 3) 12 miles 2 furlongs and 4 chains or thereabouts in length commencing by a junction with Railway No. 2 by this Act authorised at its termination as above described and terminating by a junction with the Ballyclare branch of the Ballymena and Larne Railway at or near the termination thereof.

Junction with Ballymena and

7. Whereas part of Railway No. 3 by this Act authorised is shown on the deposited plans as intended to be made on the site of the Doagh Extension Railway which by the Ballymena and Larne Rail-

A.D. 1881.

Larne Railway. 41 & 42 Vict. c. ccxxvii.

way Extension Act 1878 the Ballymena and Larne Railway Company (herein called "the Larne Company") were authorised to construct and the period granted to the Larne Company by the said Act for making and completing the same railway will not expire until the 8th day of August 1883 therefore notwithstanding anything in this Act contained the Company shall not except with the consent of the Larne Company under their common seal purchase or take before the 8th day of February 1883 any land which the Larne Company may have power to take for the purpose of the said Doagh Extension Railway and if the said Doagh Extension Railway shall have been completed and opened previously to the said 8th day of August 1883 the Company shall not without the like consent construct any portion of the said Railway No. 3 between a point 11 miles or thereabouts from its commencement and the termination of the said Railway No. 3 except for the purpose of the junction herein-after mentioned. Provided that the Company may subject to the provisions of the Railways Clauses Act 1863 form a junction between the said Railway No. 3 and the said Doagh Extension Railway at a point as near as practicable to the termination thereof such point to be determined by arbitration in the event of difference or at such other point thereon as may be agreed between the Company and the Larne Company and the terms and conditions on which such junction may be made shall be such as may be agreed between the Company and the Larne Company or as in default of agreement may be determined by arbitration.

Crossing under Belfast and Northern Counties Railway.

8. The following provisions for the protection of the Belfast and Northern Counties Railway Company (herein called "the Belfast Company") shall unless otherwise agreed between the Company and the Belfast Company be observed by the Company with respect to the crossing of the existing railway of the Belfast Company by the Railway No. 3 by this Act authorised.

(1.) The Company shall not under the powers of this Act purchase or take otherwise than by agreement any land of the Belfast Company.

(2.) The Company may purchase and the Belfast Company shall sell to the Company the easement or right of constructing and maintaining under the railway of the Belfast Company in the townland of Ballyhartfield and parish of Ballymartin and upon any land of the Belfast Company which it may be necessary to use for that purpose the railway as by this Act authorised.

(3.) All works executed by the Company under the powers of this Act upon any land or property of the Belfast Company shall be executed under the superintendence and to the reasonable satis-

faction of the principal engineer of the Belfast Company and at the expense of the Company and the Company shall construct such works where they will cross the railway of the Belfast Company in such manner as not to interfere with the free and safe use of the railway.

(4.) The Company shall at all times maintain in substantial repair and good order and condition to the reasonable satisfaction of the principal engineer of the Belfast Company the bridge and other works and things required for carrying the railway of the Belfast Company over the railway by this Act authorised and if and whenever the Company fail so to do the Belfast Company may make and do in and upon as well the lands of the Company as their own lands all such works and things as they may reasonably think requisite in that behalf and that the reasonable amount of such their expenditure shall be repaid to them by the Company and in default thereof may be recovered by the Belfast Company from the Company in any court of competent jurisdiction.

(5.) The said bridge and other works and all works and conveniences connected therewith shall be made and done according to a plan section and specification to be submitted by the Company to the principal engineer of the Belfast Company and to be reasonably approved by him in writing under his hand before any of those works are begun and under the superintendence of such engineer. Provided always that such plan section and specification shall be approved or disapproved within one month after the same shall have been submitted to such engineer.

(6.) The Company shall not in the execution of any works authorised by this Act obstruct or interfere with the free and safe use of the said railway of the Belfast Company or any traffic thereon and if by reason of any works or proceedings of the Company there shall be any such obstruction or interference as to impede or prevent the safe and convenient passage of such traffic along such railway the Company shall pay to the Belfast Company the sum of ten pounds per hour by way of ascertained damages for every hour during which any such obstruction or interference shall continue. Provided that the Belfast Company shall afford all reasonable facilities for enabling the Company to construct and maintain such bridge without incurring any such penalty as aforesaid.

(7.) If during the execution by the Company of any works by this Act authorised it become necessary for the Belfast Com-

A.D. 1881.

pany to employ inspectors watchmen or signalmen for watching or signalling their said railway and for preventing as far as may be all obstruction danger and accident from any of the operations of the Company or their contractors or any person or persons in the employ of the Company or of their contractors the Company shall bear and on demand repay to the Belfast Company the expense thereof.

(8.) If by reason of the execution of any of the works or any proceedings of the Company or the failure of any such works or any act or omission of the Company or of their contractors or of any persons in the employ of the Company or of their contractors the said railway of the Belfast Company or any of the works connected therewith or any traffic passing along the same shall be injured or damaged such injury or damage shall forthwith be made good by the Company or in the event of their failing so to do then the Belfast Company may make good the same and recover the expense thereof with full costs against the Company in any court of competent jurisdiction.

(9.) Any difference which may from time to time arise between the Companies or their respective engineers with respect to any of the matters provided for by this section shall be referred to and determined by an arbitrator to be agreed upon by the Companies or in default of agreement to be nominated by the president of the Institution of Civil Engineers on the application of either Company and the provisions of the Railways Clauses Consolidation Act 1845 with respect to the settlement of disputes by arbitration shall so far as applicable apply to any such arbitration.

Protection of the Belfast Water Commissioners. 3 & 4 Vict. c. lxxix. 28 & 29 Vict. c. clxxxix. 37 & 38 Vict. c. cli. 42 & 43 Vict. c. clxxii.

9. Whereas certain conduits mains pipes services and other works belonging to and now in use by the commissioners acting in execution of the Belfast Water Act 1840 the Belfast Water Act 1865 the Belfast Water Act 1874 and the Belfast Water Act 1879 (herein-after called the "Water Commissioners") for the purposes of their water supply are laid in under or across certain of the lands roads or streets along across or over which the railways and works or some part thereof respectively by this Act authorised (herein-after called "the railway and works") are proposed to be made and maintained And whereas it is expedient that provision should be made for preventing any interruption of the supply of water by the Water Commissioners within their existing or future limits of supply and for making good all damage to and interference with the conduits mains pipes services and other works belonging to the Water Commissioners which may in any case be caused by the carrying out of the

railway and works and with respect to the laying additional conduits mains pipes services and other works under over and across the roads streets or lands over along or across which the railway and works are proposed to be made and maintained Therefore the following provisions shall have effect:—

(A.) All works matters or things which the Company may be empowered to do in connexion with the railway and works which may in any way interfere with or render necessary the alteration of any of the conduits mains pipes services and other works of the Water Commissioners shall be done and executed by the Water Commissioners at the expense of the Company but such works matters or things shall be commenced within thirty days after notice thereof in writing shall have been given by the Company to the Water Commissioners such notice to be accompanied by a plan and section showing the nature and extent of the works matters and things which the Company require to be carried out and such works shall be so carried out and completed by the Water Commissioners with all reasonable despatch and the Company shall on the completion thereof pay to the Water Commissioners the expenses incurred by them in the execution thereof:

(B.) The Company shall bear the reasonable expenses of and incident to the superintendence and watching by the Water Commissioners or their engineer or officers of the railway and works during the progress and until the completion of any works by which any conduit main pipe service or work of the Water Commissioners shall be interfered with:

(C.) If any interruption whatsoever in the supply of water by the Water Commissioners 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 on demand to the Water Commissioners for the use and benefit of the Water Commissioners the sum of fifty pounds for every day during which such interruption shall continue. Provided always that the Company shall not be responsible for any interruption caused by the acts of the Water Commissioners their contractors agents workmen or servants:

(D.) The expense of all repairs or renewals of any conduit main pipe or service of the Water Commissioners or any works in connexion therewith which may at any time hereafter be rendered necessary by the acts or default of the Company their contractors agents workmen or servants or any person in the

A.D. 1881.

employ of them or any or either of them shall be borne and paid by the Company and the expense thereof may be recovered against them by the Water Commissioners:

(e.) When the Company in exercise of the powers of this Act shall stop up divert raise or lower the level of any road street highway or place so that the mains pipes services and other works of the Water Commissioners therein or any part of them may require relaying at a higher or lower level or in a different position then the Water Commissioners shall but always at the reasonable expense of the Company take up alter and relay all such mains pipes services and other works in a proper and efficient manner. In case such mains pipes services and other works may not be further required for purposes of water supply then the Company shall deliver the same to the Water Commissioners in as good a condition as such mains pipes services and works were in before they were taken up or interfered with:

(f.) In making that portion of Railway No. 2 as by this Act authorised which passes near the Carr's Glen Reservoir and River the Company shall not deviate to the eastward or south-eastward of the centre line of railway shown on the deposited plans between the distances of seven furlongs and of one mile from its commencement and the Company shall at the point where the said railway will cross Carr's Glen River provide a proper level crossing with gates of nine feet in width so as to preserve and continue the wayleave along the said river as hitherto enjoyed and exercised by the Water Commissioners:

(g.) At those points where the railway and works will pass over or under or in any way intersect the Woodburn Conduit belonging to the Water Commissioners or will pass within fifty feet thereof measured from the centre of the said conduit to the nearest part of the Railway or works No. 3 so far as regards the portion of that railway from its commencement to the point of intersection with the said conduit at two miles five chains or thereabouts or will pass within one hundred feet of such conduit measured from the centre of the said conduit to the nearest part of the said railway or works from such point of intersection to the termination of the said railway the Company shall bear the expense of the reconstruction by the Water Commissioners of those portions of the said conduit with cast-iron pipes of suitable dimensions and character and fitted with all necessary scouring valves and laid down on the present line of the said conduit and the Company shall also provide

gates at all points where their boundary will intersect the said conduit so that the Water Commissioners may still exercise and enjoy the permanent easement along their Woodburn Conduit which was acquired by them by Act of Parliament. Should the levels of the railway and works as compared with the levels of the Woodburn Conduit be of such a character as to render it necessary to reconstruct the said conduit in the form of an inverted syphon it shall be lawful for the Water Commissioners so to construct it at the expense of the Company and to cleanse such syphon from time to time by means of a scouring valve and to discharge water into the water-table of the railway and the Water Commissioners shall have full right and authority over such portions of the railway and works as may be necessary for the foregoing purposes:

(h.) The Railway No. 3 by this Act authorised shall be constructed between the points marked and measured on the deposited plans one mile four furlongs and five chains and the point of intersection with the Woodburn Conduit at two miles and five chains as far to the eastward as the limits of deviation marked on the deposited plans will permit and no portion of the said railway or works between the said points shall be formed in cutting:

(i.) The Water Commissioners shall not be liable for any loss damage or injury which may happen to the railway and works or to the rolling-stock used or to the traffic conveyed upon the railway and works by reason of any of the works executed under this Act or consequent on the execution thereof or by reason of any accident failure burst or leakage which may at any time happen to or arise in connexion with any of the conduits mains pipes services or other works of the Water Commissioners at under over or near the railway and works nor for any loss or damage to the Company arising from the stoppage or loss of traffic on the railway and works during the repair of such conduits mains pipes services or other works which may be necessary in consequence of such accident or failure unless such loss damage or injury shall have been occasioned by the default or neglect of the Water Commissioners or their agents officers workmen or servants:

(j.) The Water Commissioners shall be entitled from time to time as the necessity therefor shall arise to carry a main upon across and over any bridge and the approaches thereto constructed by the Company over the railway and works and the depth of soil above the masonry forming the arch or above the girder of

A.D. 1881.

every such bridge (as the case may be) shall be not less than two feet in depth so as to admit of the Water Commissioners laying their mains and pipes across such bridges and failing such depth of soil the Water Commissioners may make such provisions for carrying their mains and pipes across such bridges as their engineer may consider necessary and all the costs and expenses of the same shall be borne by the Company and may be recovered from them by the Water Commissioners:

(K.) Nothing in this Act shall prevent the Water Commissioners from laying at their own expense from time to time as they may think fit additional conduits mains or pipes with all scour pipes and air and other valves for supplying water or from repairing or from time to time inspecting any mains conduits pipes services or other works at under over across or near the railway and works And the Water Commissioners shall not be liable for any damage to the railway and works by leakage or otherwise or for any stoppage of the railway and works or loss of traffic thereon that may be caused by the laying repairing or inspecting of any conduits mains pipes services or other works at under over across or near the railway and works Provided that the operations of the Water Commissioners shall be carried on so as to interfere as little as possible with the traffic on the railway and works and according to the reasonable directions and under the superintendence of the engineer for the time being of the Company:

(L.) If the Company during the progress of the railway and works by themselves their contractors officers or servants do any act which may cause interruption to the supply of water by the Water Commissioners or which may in the opinion of the latter lead to or render probable such interruption or which may lead to or render probable any damage to or interference with the conduits mains pipes services and other works of the Water Commissioners then and in such event the Water Commissioners shall call the Company's attention to such default by a written notice and if the Company fail or neglect to attend to such notice and to take the necessary steps for the protection of the Water Commissioners conduits mains pipes services and other works then the Water Commissioners may after forty-eight hours from delivery of such notice proceed to carry out and execute such works as may in their opinion be requisite and to alter relay and renew such of their conduits mains pipes services and other works and take such precautionary measures generally as may

be rendered necessary by the acts or defaults of the Company and all the costs and expenses of the same shall be borne by the Company and may be recovered from them by the Water Commissioners :

(M.) If any difference shall arise between the Company or their engineer and the Water Commissioners or their engineer with respect to the amount of any costs expenses or charges under the provisions of this Act or any Act incorporated herewith to be paid by the Company to the Water Commissioners or with respect to any work matter or thing with reference to the conduits mains pipes services or other works of the Water Commissioners under such provisions to be done or executed by the Company or the Water Commissioners or the mode of doing or executing the same such difference shall be settled by arbitration in accordance with the provisions of the Companies Clauses Consolidation Act 1845 with respect to the settlement of disputes by arbitration :

(N.) Except as in this Act specially provided nothing in this Act shall prejudice diminish alter or take away any of the rights powers privileges or authorities of the Water Commissioners.

Crossing under the Cave Hill Railway or Tramway.

10. The following provisions for the protection of the Cave Hill Railway Company shall unless otherwise agreed between the Company and the Cave Hill Company be observed by the Company :—

(1.) The Company shall not except as next herein-after mentioned purchase or take or in any way interfere with otherwise than by agreement any land or property of the Cave Hill Company :

(2.) The Company may purchase and the Cave Hill Company shall sell to the Company the easement or right of constructing and maintaining under the railway or tramway of the Cave Hill Company in the townland of Skegoneil in the parish of Shankill the railway as by this Act authorised :

(3.) All works executed by the Company under the powers of this Act upon any land or property of the Cave Hill Company shall be executed under the superintendence and to the reasonable satisfaction of the engineer for the time being of the Cave Hill Company and at the expense of the Company and the Company shall construct such works where they will cross under the railway or tramway of the Cave Hill Company in such manner as not to interfere with the traffic and the free and safe use of that railway or tramway :

A.D. 1881.

(4.) The Company shall at all times maintain in substantial repair and good order and condition to the reasonable satisfaction of the engineer of the Cave Hill Company the bridge and other works and things required for carrying the railway or tramway of the Cave Hill Company over the railway by this Act authorised and if and whenever the Company fail so to do the Cave Hill Company may make and do in and upon as well the lands of the Company as their own lands all such works and things as they may reasonably think requisite in that behalf and the reasonable amount of such their expenditure shall be repaid to them by the Company and in default thereof may be recovered by the Cave Hill Company from the Company in any court of competent jurisdiction:

(5.) The said bridge and other works and all works and conveniences connected therewith shall be made and done only according to a plan section and specification to be submitted by the Company to and to be reasonably approved of in writing under his hand by the engineer for the time being of the Cave Hill Company before any of those works are begun and the same shall be carried out under the superintendence of such engineer. Provided always that such plan section and specification shall be approved or disapproved within fourteen days after the same shall have been submitted to such engineer:

(6.) The Company shall not in the execution of any works authorised by this Act obstruct or interfere with the free and safe use of the said railway or tramway of the Cave Hill Company or any traffic thereon and if by reason of any works or proceedings of the Company there shall be any such obstruction or interference the Company shall pay to the Cave Hill Company the sum of £5 per hour between sunrise and sunset by way of liquidated damages for every hour during which any such obstruction or interference shall continue:

(7.) If during the execution by the Company of any works by this Act authorised it should become necessary for the Cave Hill Company to employ watchmen for watching their railway or tramway and for preventing as far as may be all obstruction danger and accident from any of the operations of the Company or their contractors or any person or persons in the employment of the Company or of their contractors the Company shall bear and on demand repay to the Cave Hill Company the expense thereof:

(8.) If by reason of the execution of any of the works or any proceedings of the Company or the failure of any such works

or any act or omission of the Company or of their contractors or of any person in the employment of the Company or of their contractors or otherwise the said railway or tramway of the Cave Hill Company or any of the waggons or works connected therewith or any traffic passing along the same shall be injured or damaged such injury or damage shall forthwith be made good by the Company or in the event of their failing so to do then the Cave Hill Company may make good the same and recover the expense thereof with full costs against the Company in any court of competent jurisdiction:

(9.) Any difference which may from time to time arise between the Companies or between the engineers of the respective Companies with respect to any of the matters provided for by this enactment shall be determined by arbitration in accordance with the provisions of the Companies Clauses Consolidation Act 1845 with respect to the settlement of disputes by arbitration.

Gauge of railways.

11. And whereas the Belfast Central Railway and the Ballymena and Larne Railway with which the railways by this Act authorised form junctions are constructed upon the gauge of three feet be it enacted that the Company may and shall make and maintain the railways by this Act authorised of the last-mentioned gauge.

Abandonment of Railway No. 5 authorised by the Act of 1880.

12. The Central Company may and shall abandon and relinquish the construction of the Railway No. 5 authorised by the Act of 1880.

Compensation for damage to land by entry, &c. for purposes of railway abandoned.

13. The abandonment by the Central Company under the authority of this Act of the said Railway No. 5 authorised by the Act of 1880 shall not prejudice or affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Central Company on such land 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 and shall not prejudice or affect the right of the owner or occupier of any land which may have been temporarily occupied by the Central Company to receive compensation for such temporary occupation or for any loss damage or injury which may have been sustained by such owner or occupier by reason thereof or of the exercise as regards such land of any of the powers contained in the Railways Clauses Consolidation Act 1845 or the Act of 1880.

Compensation to be made in

14. Where before the passing of this Act any contract may have been entered into or notice given by the Central Company for the purchasing of any land for the purposes of or in relation to the said

A.D. 1881.

respect of railway abandoned.

Railway No. 5 authorised by the Act of 1880 or any portion thereof the Central Company shall be released from all liability to purchase or to complete the purchase of any such land but notwithstanding full compensation shall be made by the Central Company to the owners and occupiers or other persons interested in such land for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice and the amount and application of the compensation shall be determined in manner provided by the Lands Clauses Consolidation Act 1845 as amended by any subsequent Act for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Capital.

15. The capital of the Company shall be one hundred and twenty thousand pounds in twelve thousand shares of ten pounds each.

Shares not to be issued until one fifth paid.

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

Calls.

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

Receipt in case of persons not sui juris.

18. If any money is payable to a shareholder being a minor idiot or lunatic the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Power to divide shares.

19. Subject to the provisions of this Act the Company with the authority of three fourths of the votes of the shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose may from time to time divide any share in their capital into half-shares of which one shall be called "preferred half-share" and the other shall be called "deferred half-share" but the Company shall not so divide any share under the authority of this Act unless and until not less than sixty per centum upon such share has been paid up and upon every such division fifty per centum upon the entire share shall be carried to the credit of the deferred half-share (being the whole amount payable thereon) and the residue to the credit of the preferred half-share.

Dividends on half-shares.

20. The dividend which would from time to time be payable on any divided share if the same had continued an entire share shall be

applied in payment of dividends on the two half-shares in manner following (that is to say) First in payment of dividend after such rate not exceeding six per centum per annum as shall be determined once for all at a general meeting of the Company specially convened for the purpose on the amount for the time being paid up on the preferred half-share and the remainder (if any) in payment of dividend on the deferred half-share and the Company shall not pay any greater amount of dividend on the two half-shares than would have from time to time been payable on the entire share if the same had not been divided.

Dividends on preferred shares to be paid out of the profits of the year only.

21. Each preferred half-share shall be entitled out of the profits of each year to the dividend which may have been attached to it by the Company as aforesaid in priority to the deferred half-share bearing the same number but if in any year ending the thirty-first day of December there shall not be profits available for the payment of the full amount of dividend on any preferred half-share for that year no part of the deficiency shall be made good out of the profits of any subsequent year or out of any other funds of the Company.

Half-shares to be registered and certificates issued.

22. Forthwith after the creation of any half-shares the same shall be registered by the directors and each half-share shall bear the same number as the number of the entire share certificate in respect of which it was issued and the directors shall issue certificates of the half-shares accordingly and shall cause an entry to be made in the register of the entire shares of the conversion thereof but the directors shall not be bound to issue a certificate of any half-share until the certificate of the existing entire share be delivered to them to be cancelled unless it be shown to their satisfaction that such certificate is destroyed or lost and on any certificate being so delivered up the directors shall cancel it.

Terms of issue to be stated on certificates.

23. The terms and conditions on which any preferred half-share or deferred half-share created under this Act is issued shall be stated on the certificate of each such half-share.

Forfeiture of preferred shares.

24. The provisions of the Companies Clauses Consolidation Act 1845 with respect to the forfeiture of shares for non-payment of calls shall apply to all preferred half-shares to be created under the authority of this Act and every such preferred half-share shall for that purpose be considered an entire share distinct from the corresponding deferred half-share and until any forfeited preferred half-share shall be sold by the directors all dividends which would be payable thereon if the same had not been forfeited shall be applied in or towards payment of any expenses attending the declaration of forfeiture thereof and of the arrears of calls for the time being due thereon with interest.

A.D. 1881.

25. No preferred half-share created under the authority of this Act shall be cancelled or be surrendered to the Company.

Preferred shares not to be cancelled or surrendered.

26. The several half-shares under this Act shall be half-shares in the capital of the Company and every two half-shares (whether preferred or deferred or one of each) held by the same person shall confer such right of voting at meetings of the Company and (subject to the provisions herein-before contained) shall confer and have all such other rights qualifications privileges liabilities and incidents as attach and are incident to an entire share.

Half-shares to be half-shares in capital.

Power to borrow.

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

Appointment of a receiver.

28. 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 receiver is made shall not be less than four thousand pounds in the whole.

Debenture stock.

29. 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 created and issued by the Company

shall rank pari passu with the interest of all mortgages at any time granted by the Company and shall have priority over all principal moneys secured by such mortgages.

Application of moneys.

30. All moneys raised under this Act whether by shares debenture stock or borrowing shall be applied for the purposes of this Act only.

First ordinary meeting.

31. The first ordinary meeting of the Company shall be held within six months after the passing of this Act.

Number of directors.

32. The number of directors shall be six but the Company may from time to time reduce the number provided that the number be not less than four.

Qualification of directors.

33. The qualification of a director shall be the possession in his own right of not less than twenty-five shares.

Quorum.

34. The quorum of a meeting of directors shall be three.

First directors.

35. Alexander Young Sir Leopold George Heath K.C.B. and Sir Thomas Dakin and three other duly qualified persons to be nominated by them or the majority of them and consenting to the nomination shall be the first directors of the Company and shall continue in office until the first ordinary meeting held after the passing of this Act. At that meeting the shareholders present in person or by proxy may either continue in office the directors appointed by this Act or nominated as aforesaid or any of them or may elect a new body of directors or directors to supply the place of those not continued in office the directors appointed by this Act or nominated as aforesaid being (if qualified) eligible for re-election and at the first ordinary meeting to be held in every year after the first ordinary meeting the shareholders present in person or by proxy shall (subject to the provision herein-before contained for reducing the number of the directors) elect persons to supply the places of the directors then retiring from office agreeably to the provisions of the Companies Clauses Consolidation Act 1845 and the several persons elected at any such meeting being neither removed nor disqualified nor having died or resigned shall (subject as aforesaid) continue to be directors until others are elected in their stead in manner provided by the same Act.

Lands for extraordinary purposes.

36. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 shall not exceed five acres.

Period for compulsory purchase of lands.

37. 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.

A.D. 1881.

Height and span of bridges.

38. The Company may make the arches of the bridges for carrying the railways over the roads 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):

Railway.	No. on Deposited Plan.	Parish.	Description of Road.	Height.	Span.
Railway No. 3	2	Shankill Townland of Greencastle.	Public Carriage Road.	15ft.	20ft.
	2	Templepatrick Townland of Craigarogan.	Public Carriage Road.	14ft.	20ft.
	22	Templepatrick Townland of Kilgreel.	Public Carriage Road (Mail Road).	15ft.	35ft.
	4	Ballymartin Townland of Ballymartin.	Public Carriage Road.	14ft.	20ft.

Widths of certain roadways.

39. The Company may make the roadway over the bridges by which the following roads will be carried over the railways of such width between the fences thereof as the Company think fit not being less than the respective widths herein-after mentioned in connexion therewith respectively (that is to say):

Railway.	No. on Plan.	Parish.	Description of Roadway.	Width of Roadway.
Railway No. 1	34	Shankill Townland of Old Park.	Public Carriage Road.	20ft.
Railway No. 3	5	Carnmoney Townland of Glengormley.	Public Carriage Road.	21ft.
	2	Carnmoney Townland of Carnmoney.	Public Carriage Road.	
	8	Carnmoney Townland of Glengormley.	Public Carriage Road.	20ft.
	9	Carnmoney Townland of Carnmoney Glebe.	Public Carriage Road.	20ft.
	8	Templepatrick Townland of Kilgreel.	Public Carriage Road.	16ft.

Protection of the grand jury of Antrim.

40. For the protection of public roads and highways under the control of the grand jury of the county of Antrim the following provisions shall notwithstanding anything shown on the deposited plans and sections be respectively observed and carried into full effect by the Company unless otherwise agreed between the surveyor for the time being of the said county and the engineer of the Company:

(1.) The Company shall not alter the present levels or line of direction of any of the public roads next herein-after mentioned:

No. on Deposited Plans.	Parish.	Townland.
6	Shankill - - -	Oldpark.
3	Shankill - - -	Skegoniel.
4	Shankill - - -	Ballyaghagan.
2	Shankill - - -	Greencastle.
5	Carnmoney - - -	Glengormley.
2	Carnmoney - - -	Carnmoney.
2	Templepatrick - -	Craigarogan.
8	Templepatrick - -	Kilgreel.
22	Templepatrick - -	Kilgreel.
8	Doagh Grange - -	Doagh.

(2.) In altering for the purposes of this Act the public roads next herein-after mentioned the same roads respectively shall not be raised to a greater height above their present respective levels than the height shown on the deposited plans and sections in the case of each such road respectively:

No. on Deposited Plans.	Parish.	Townland.
7	Carnmoney - - -	Drumnadrough.
8	Carnmoney - - -	Glengormley.
9	Carnmoney - - -	Carnmoney Glebe.
4	Ballylinney - - -	Grange of Ballywalter.

(3.) In carrying for the purposes of this Act the public road numbered on the deposited plans and sections 3 in the townland of Skegoneil parish of Shankill over the railway the width between the parapets of the bridge carrying the said road over the railway and between the fences of the immediate approaches thereto shall not be less than the existing width of the portion of road and footpath carried over the railway:

(4.) In carrying for the purposes of this Act the railway over the public road numbered on the deposited plans and sections 4 in the townland of Ballyaghagan and parish of Shankill the

A.D. 1881.

width between the abutments of the bridge carrying the railway over the said road and between the fences of the immediate approaches thereto shall not be less than the existing width of the road and footpath at the point of crossing:

(5.) In altering for the purposes of this Act the public road numbered on the deposited plans and sections 7 in the townland of Drumnadrough and parish of Carnmoney the Company shall not make the inclinations of such road steeper than the inclinations shown on the deposited plans and sections in respect of such road but its line of direction shall not be deviated to a greater extent than 30 feet measured from centre line of existing road to centre line of diverted road and the curves approaching the bridge shall not have less radii than 60 feet upon the centre line, and the other portions of the road shall be as straight as possible:

(6.) In altering for the purposes of this Act the public road numbered on the deposited plans and sections 9 in the townland of Craigarogan parish of Templepatrick the Company shall make the same horizontal on one side and the inclination not steeper than one in twenty on the other side:

(7.) In altering for the purposes of this Act the public road numbered on the deposited plans and sections 4 in the grange of Ballywalter parish of Ballylinney the Company shall make the inclinations of the same road not steeper than 1 in 30 on the east side and 1 in 20 on the west side:

(8.) In crossing the roads next herein-after mentioned the Company shall not deviate laterally from the line of the railway at the points of crossing as shown on the deposited plans and sections without the consent of the county surveyor:

No. on deposited Plans.	Parish.	Townland.
4	Shankill - - -	Ballyaghagan.
8	Templepatrick - -	Kilgreel.

(9.) In all cases in which the Company shall under the powers of this Act carry any public road over the railway or carry the railway over any public road by a bridge they shall construct on each side of the immediate road approaches to each such bridge fences in all respects similar to those ordinarily constructed on the sides of the new public roads in the county of Antrim.

Provided that as regards bridges for carrying public roads over the railway such permanent fences need not be constructed until in the opinion of the county surveyor the embankments shall be sufficiently consolidated the Company in the meantime providing sufficient temporary fences:

(10.) In case the Company shall under the powers of this Act remove or alter any footpath by the side of any road under the control of the grand jury of the said county they shall provide a new or substituted footpath in all respects equal to the footpath removed or altered.

Power to take easements &c. by agreement.

41. Persons empowered by the Lands Clauses Consolidation Act 1845 to sell and convey or release lands may if they think fit subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act 1860 and of this Act grant to the Company any easement right or privilege (not being an easement of water) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Special powers to persons having limited estates &c. in lands benefited by the railway.

42. Any tenant for life of or other person having a limited estate or interest in any lands which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the railways or any part thereof or of any stations sidings roads approaches works or conveniences connected therewith may with the sanction of the Commissioners of Public Works in Ireland subscribe for and hold shares in the undertaking of the Company and raise the moneys necessary for that purpose by mortgage of and charge the same upon such lands and the fee simple and inheritance thereof and may with the like sanction grant and convey to the Company any lands required for the construction of the railway or any part thereof or any stations sidings roads approaches works or conveniences connected therewith either without payment or other consideration or for such consideration pecuniary or otherwise and upon such terms and conditions as have been or may be agreed upon between any such person and the Company and the provisions of the Improvement of Land Act 1864 with regard to the proceedings preliminary to the sanction of any improvement and with regard to the sanction of any improvement and the rights arising thereunder shall so far as the same are applicable apply to and in the case of any application to be made to the said Commissioners for their sanction to any matter or thing proposed to be done under this section and for the purposes

27 & 28 Vict c. 114.

A.D. 1881.

of those provisions any matter or thing for the sanctioning of which application shall be made shall be deemed to be an improvement of land within the meaning of the last-mentioned Act.

Deposit money not to be repaid except so far as railway is opened.

43. Whereas pursuant to the standing orders of both Houses of Parliament and to an Act of the ninth year of the reign of Her present Majesty chapter twenty a sum of five thousand and fifty-six pounds sixteen shillings being equal to five per cent. upon the amount of the estimate in respect to the railways has been deposited with the Chancery Division of the High Court of Justice in Ireland in respect of the application to Parliament for this Act which sum is referred to in this Act as the deposit fund be it enacted that notwithstanding anything contained in the said Act the said deposit fund shall not be paid or transferred to or on the application of the person or persons or the majority of the persons named in the warrant or order issued in pursuance of the said Act or the survivors or survivor of them which persons survivors or survivor are or is in this Act referred to as the depositors unless the Company shall previously to the expiration of the period limited by this Act for completion of the railways open the same for the public conveyance of passengers Provided that if within such period as aforesaid the Company open any portion of the railways for the public conveyance of passengers then on the production of a certificate from the Board of Trade specifying the length of the portion of the railways open as aforesaid and the portion of the deposit fund which bears to the whole of the deposit fund the same proportion as the length of the railways so opened bears to the entire length of the railways the Chancery Division shall on the application of the depositors or the majority of them order the portion of the deposit fund specified in the certificate to be paid or transferred to them or as they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of this Act having passed anything in the above-mentioned Act to the contrary notwithstanding.

Application of deposit.

44. If the Company do not previously to the expiration of the period limited for the completion of the railways complete and open the same for the public conveyance of passengers then and in every such case the deposit fund or so much thereof as shall not have been paid to the depositors shall be applicable and after due notice in the Dublin Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railways or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory

powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Chancery Division of the High Court of Justice in Ireland may seem fit and if no such compensation is payable or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the deposit fund 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 Chancery Division 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 Chancery Division 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; provided that until the deposit fund has been repaid to the depositors or has become otherwise applicable as herein-before mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

Period for completion of works.

45. If the railways are not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the same or otherwise in relation thereto shall cease to be exercised except as to so much thereof as is then completed.

Tolls for passengers and animals.

46. The Company may demand and take in respect of the use of the railways any tolls not exceeding the following (that is to say):—

In respect of passengers and animals conveyed on the railways:

For passengers.

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

For animals.

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

Class 2. For every ox cow bull or head of neat cattle threepence per head per mile and if conveyed in or upon a carriage

A.D. 1881.

belonging to the Company an additional sum of one penny per mile :

Class 3. For every calf or pig twopence and for every sheep lamb or other small animal one penny halfpenny per mile and if conveyed in or upon a carriage belonging to the Company an additional sum of one penny per mile.

For goods.

In respect of goods and other articles conveyed on the railway or any part thereof :

Class 4. For all bricks tiles slates all undressed materials for the repair of public roads or highways coal coke culm cannel iron-stone iron ore and for wrought iron not otherwise specifically classed herein and for heavy iron castings including railway chairs per ton per mile one penny halfpenny and if conveyed in a carriage belonging to the Company an additional sum per ton per mile of one halfpenny :

Class 5. For all pig iron rod iron sheet iron hoop iron plates of iron slabs billets and rolled iron wrought iron charcoal chalk lime salt sand fire-clay cinders per ton per mile twopence and if conveyed in a carriage belonging to the Company an additional sum per ton per mile of one halfpenny :

Class 6. For all lime limestone sand oreweed dung compost manure building stone freestone granite hides dyewoods earthenware timber staves deals and metals (except iron) nails anvils vices and chains and for light iron castings per ton per mile threepence and if conveyed in a carriage belonging to the Company an additional sum per ton per mile of one penny.

Class 7. For grain corn flour meal potatoes hay straw seeds cotton and other wools drugs and manufactured goods and all other wares merchandise fish articles matters or things of whatever character not herein-before specifically classed per ton per mile fourpence and if conveyed in a carriage belonging to the Company an additional sum per ton per mile of one penny.

For every carriage of whatever description (not being a carriage adapted and used for travelling on a railway and not weighing more than one ton) conveyed on a truck or platform belonging to the Company sixpence per mile and a like sum of one penny halfpenny per mile for every additional quarter of a ton or fractional part of a quarter of a ton which any such carriage may weigh.

Tolls for propelling power.

47. The tolls which the Company may demand for the use of engines for propelling carriages on the railways shall not exceed one

penny per mile for each passenger or animal or for each ton of goods in addition to the several other tolls or sums by this Act authorised to be taken.

Regulations as to tolls.

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

Short distances.

For all passengers animals or goods conveyed on the railways for a less distance than four miles the Company may demand tolls and charges as for four miles.

Fractional parts of a mile.

For a fraction of a mile beyond four miles or beyond any greater number of miles the Company may demand tolls and charges on animals and goods for such fraction in proportion to the number of quarters of a mile contained therein and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile and in respect of passengers every fraction of a mile beyond an integral number of miles shall be deemed a mile.

Fractional parts of a ton.

For a fraction of a ton the Company may demand tolls according to the number of quarters of a ton in such fraction and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

General weight.

With respect to all articles except stone and timber the weight shall be determined according to the usual avoirdupois weight.

Weight of stone and timber.

With respect to stone and timber fourteen cubic feet of stone forty cubic feet of oak mahogany teak beech or ash and fifty cubic feet of any other timber shall be deemed one ton weight and so in proportion for any smaller quantity.

Tolls for small parcels and articles of great weight.

49. With respect to small parcels not exceeding five hundred pounds in weight and single articles of great weight notwithstanding anything in this Act the Company may demand and take any tolls not exceeding the following (that is to say):

For the carriage of small parcels on the railways—

For any parcel not exceeding seven pounds in weight threepence.

For any parcel exceeding seven pounds but not exceeding four teen pounds in weight fivepence.

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

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

A.D. 1881.

For any parcel exceeding fifty-six pounds and not exceeding five hundred pounds in weight the Company may demand any sum which they think fit.

Provided always that articles sent in large aggregate quantities although made up in separate parcels such as bags of sugar coffee meal and the like shall not be deemed small parcels but that term shall apply only to single parcels in separate packages.

For the carriage of any single article the weight of which including the carriage exceeds four tons but does not exceed eight tons the Company may demand and take any sum not exceeding one shilling a ton a mile.

For the carriage of any single article the weight of which with the carriage exceeds eight tons the Company may demand and take any sum they think fit.

Maximum rates for passengers.

50. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railways including the tolls for the use of the railways and for carriages and locomotive power and every other expense incidental to such conveyance shall not exceed the following (that is to say):

For every passenger conveyed in a first-class carriage the sum of threepence per mile.

For every passenger conveyed in a second-class carriage the sum of twopence per mile.

For every passenger conveyed in a third-class carriage the sum of one penny per mile.

Maximum rates for animals and goods.

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

For every animal in Class 1 fourpence per mile:

For every animal in Class 2 threepence per mile:

For every animal in Class 3 one penny halfpenny per mile:

For everything in Class 4 one penny halfpenny per ton per mile:

For everything in Class 5 twopence per ton per mile:

For everything in Class 6 threepence per ton per mile:
For everything in Class 7 fourpence per ton per mile:
For every carriage of whatever description not being a carriage adapted and used for travelling on a railway and not weighing more than one ton carried or conveyed on a truck or platform per mile sixpence and for every additional quarter of a ton above one ton one penny halfpenny.

Passengers luggage.

52. Every passenger travelling upon the railways may take with him his ordinary luggage not exceeding one hundred and twenty pounds in weight for first-class passengers one hundred pounds in weight for second-class passengers and sixty pounds in weight for third-class passengers without any charge being made for the carriage thereof.

Terminal station.

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

Foregoing charges not to apply to special trains.

54. The restrictions as to the charges to be made for passengers articles and things shall not extend to any special train run upon the railways in respect of which the Company may make such charges as they think fit but shall apply only to the ordinary and express trains appointed from time to time by the Company for the conveyance of passengers animals and goods upon the railways.

Company may take increased charges by agreement.

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

Running powers over the railway and railway to Larne.

56. If at any time or times after the passing of this Act the Larne Company shall give to the Company in writing permission to run over and use with their engines and carriages of every description and with their clerks officers and servants either in perpetuity or for any term of years the railway of the Larne Company from the junction of Railway No. 3 therewith as by this Act authorised to Larne together with the stations watering places booking offices warehouses landing places sidings works and conveniences of the Larne Company connected therewith the Company may run over and use the same accordingly either in per-

A.D. 1881.

petuity or for such term of years as the case may be and the Larne Company may also either in perpetuity or for a like term of years run over and use with their engines and carriages of every description and with their clerks officers and servants the railways and works by this Act authorised and the Belfast Central Railway together with the stations watering places booking offices warehouses landing places sidings works and conveniences belonging to the Company and the Central Company or either of them connected therewith.

Terms of such use.

57. The terms conditions and regulations in respect of the said use and the tolls or other consideration to be paid for the same if not agreed upon between the Company exercising the said powers and the Company over whose undertaking such powers are exercised shall be from time to time determined by an arbitrator to be appointed on the application of either party in difference by the Board of Trade and the decision of such arbitrator shall be binding and conclusive on the parties in difference and the costs and expenses of such arbitration shall be defrayed as the arbitrator shall direct and either of the parties who shall refuse or neglect to perform observe and conform to any decision given or regulation made by any such arbitrator in the premises shall forfeit and pay to the other of them as the arbitrator shall determine any sum not exceeding fifty pounds for every such offence and twenty pounds for every day during which such offence shall continue.

Byelaws to be observed.

58. In using or traversing the said portions of railway respectively and in using the stations and conveniences thereof in accordance with the provisions herein-before mentioned the regulations and byelaws for the time being in force on the undertaking so used shall be at all times observed so far as such byelaws shall be applicable.

Power to enter into traffic arrangements.

59. The Company on the one hand and the Central Company on the other hand may subject to the provisions of Part III. of the Railways Clauses Act 1863 as amended or varied by the Regulation of Railways Act 1873 from time to time enter into and carry into effect and rescind agreements with respect to the following purposes or any of them (that is to say):

The working use management and maintenance by the contracting companies of their respective railways and works or any part or parts thereof respectively:

The management regulation interchange collection transmission and delivery of traffic upon or coming from or destined for the railways of the contracting companies or either of them:

The supply under any agreement for the railways being worked and used by the Central Company and maintenance of engines stock and plant necessary for the purposes of such agreement and the employment of officers and servants for the conduct of traffic:

The fixing collection payment appropriation apportionment and distribution between the contracting companies and (as regards the Central Company) the proprietors of or shareholders in any separate undertaking or undertakings of that Company of the tolls rates income and profits arising from the respective railways and works of the contracting companies or either of them or any part thereof.

Tolls on traffic conveyed partly on the railway and partly on other railways.

60. During the continuance of any agreement to be entered into under the provisions of this Act for the working or use of the railways or any part thereof by the Central Company the railways of the Company and of the Central Company shall for the purposes of short distance tolls and charges be considered as one railway and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railways of the Company and partly on the railways of the Central Company for a less distance than four miles tolls and charges may only be charged as for four miles and in respect of passengers for every mile or fraction of a mile beyond four miles tolls and charges as for one mile only and in respect of animals and goods for every quarter of a mile or fraction of a quarter mile beyond four miles tolls and charges as for a quarter of a mile only and no other short distance charge shall be made for the conveyance of passengers animals or goods partly on the railways of the Company and partly on the railways of the Central Company.

Interest not to be paid on calls paid up.

61. 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.

Deposit for future Bills not to be paid out of capital.

62. 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.

A.D. 1881.

Provisions as to general railway Acts.

63. Nothing in this Act contained shall exempt the Company or the railways 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.

Costs of Act.

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

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