ANNO VICESIMO SEPTIMO & VICESIMO OCTAVO

VICTORIÆ REGINÆ.

****

Cap. ccliv.

An Act to incorporate a Company for making Railways to connect the several Railways in the Town of *Belfast*, and to construct a Central Station in *Belfast*; and for other Purposes.

[25th *July* 1864.]

WHEREAS the Construction of Railways and a Tramway and a Central Station in the Town of *Belfast* as in this Act described would be of public and local Advantage: And whereas Plans and Sections of the proposed Railways, Tramway, and Works showing the Lines and Levels thereof, and Books of Reference containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and the Occupiers of the Lands which may be required for the Purposes of the Undertaking, have been deposited with the Clerks of the Peace for the Counties of *Antrim* and *Down*: And whereas the Persons herein-after named, with others, are willing to carry the Undertaking into effect, and are desirous of being incorporated into a Company for that Purpose: And whereas it is expedient that Provisions be made for authorizing the Company by this Act incorporated to run over and use the several Portions of Railways and Stations herein-after mentioned, and to enter into and

carry into effect Contracts and Arrangements with the several Companies and public Bodies herein-after mentioned with reference to the said Railways, Tramway, and Works, and for other Purposes as by this Act authorized: And whereas the several Objects aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

Short Title.

1. This Act may be cited for all Purposes as "The *Belfast Central* Railway Act, 1864."

8 & 9 Vict. cc. 16., 18., & 20., 14 & 15 Vict. c. 70., 23 & 24 Vict. cc. 97. & 106., and 26 & 27 Vict. cc. 92. & 118. incorporated.

2. "The Companies Clauses Consolidation Act, 1845," Part I. (relating to Cancellation and Surrender of Shares) of "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Act (*Ireland*), 1851," "The Railways Act (*Ireland*), 1860," and Part I. of "The Railways Clauses Act, 1863," and Part III. of the same Act (relating to Working Agreements), except so far as those Acts are expressly varied by this Act, are incorporated with this Act.

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

3. The several Words and Expressions to which by the Acts incorporated with this Act Meanings are assigned have in this Act the same respective Meanings, unless there be in the Subject or Context something repugnant to or inconsistent with such Construction, or other Meanings be assigned to them by this Act.

Subscribers incorporated.

4. *Thomas Dakin* and *William Durham*, and all other Persons and Corporations who have already subscribed or who shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, are by this Act united into a Company for the Purpose of making and maintaining the Railways, Tramway, Central Station, and Works by this Act authorized, and for other the Purposes of this Act, and for those Purposes are incorporated by the Name of "The *Belfast Central* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, with Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes but subject to the Restrictions of this Act and the Acts incorporated herewith.

Capital.

5. Subject to the Powers of converting Loans into Capital in "The Companies Clauses Consolidation Act, 1845," contained, the Capital of the Company shall be Three hundred thousand Pounds.

6. The

Shares.

6. The Number of Shares into which the said Capital shall be divided shall be Thirty thousand, and the Amount of each Share shall be Ten Pounds; and no Share shall be issued by the Company, or shall vest in the Person accepting the same, until not less than Twenty *per Centum* on the nominal Amount thereof shall have been paid thereon.

Calls.

7. Two Pounds a Share shall be the greatest Amount of a Call, and Two 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 One Year thereon.

Power to borrow Money.

8. It shall be lawful for the Company to borrow on Mortgage any Sums not exceeding in the whole the Sum of One hundred thousand Pounds, but no Part of that Sum shall be borrowed until the whole of the said Capital of Three hundred thousand Pounds shall have been subscribed for, and One Half thereof paid up, and the Company shall 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 not less than Twenty *per Centum* has been paid on account of each separate Share at the Time of the Issue or Acceptance thereof, and that the whole of the said Capital has been subscribed for *bonâ fide*, and is held by the Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable for the same.

Arrears may be enforced by Appointment of a Receiver.

9. It shall be lawful for the Mortgagees of the Company to enforce Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver, and the Amount necessary to authorize the Appointment of a Receiver shall not be less than Ten thousand Pounds in the whole.

Application of Monies.

10. All and every Part of the Money raised under this Act, whether by Shares or by borrowing shall be applied only for Purposes authorized by this Act.

First Meeting.

11. The First Ordinary Meeting of the Company shall be held within Six Months after the passing of this Act.

Quorum of General Meetings.

12. The Quorum of every General Meeting of the Company, whether ordinary or extraordinary, shall be Twenty Shareholders present personally or by proxy, and holding in the aggregate not less than Ten thousand Pounds in the Capital of the Company.

Number of Directors.

13. The Number of Directors shall be Five.

Qualification of Directors.

14. The Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Capital of the Company.

15. The

First Directors.

15. The Honourable *James Stuart Wortley*, *Thomas Dakin*, *William Durham*, *James Dickson*, and *John George Homere* shall be the First Directors of the Company.

Election of Directors.

16. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting held after the passing of this Act, and at that Meeting the Shareholders present, personally or by proxy, may either continue in Office such Directors, or a new Body of Directors may be elected to supply their Place, the Directors appointed by this Act being, if qualified, eligible for Re-election.

Subsequent Election of Directors.

17. At the Ordinary General Meeting to be held in every Year after the First General Meeting the Shareholders present, personally or by proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at every such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are appointed in their Stead in manner provided in "The Companies Clauses Consolidation Act, 1845."

Company may vary Number of Directors.

18. The Company may from Time to Time increase the Number of their Directors, provided the Number shall not exceed Eight in the whole.

Quorum.

19. The Quorum of a Meeting of Directors shall be Three.

Newspaper for Advertisements.

20. The Newspaper for Advertisements shall be any Newspaper published in the County of *Antrim*.

Power to make Railways and Central Station.

21. Subject to the Provisions and Powers of Deviation in this Act and the incorporated Acts contained, the Company may make and maintain the Railways, Tramway, and Central Station herein-after described, with all proper and convenient Stations, Approaches, Tunnels, Works, and Conveniences, in the Lines and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and subject to the aforesaid Provisions the Company may enter upon, take, and use such of the said Lands as shall be necessary for those Purposes.

As to Purchase of Land belonging to the Belfast Harbour Commissioners.

22. Provided always, That it shall not be lawful for the Company to purchase or take otherwise than by Agreement any of the Lands of the *Belfast* Harbour Commissioners save for the Purposes of Railway No. 2., and for Railway No. 2. no Part of the Lands of the Commissioners, except so much of the Lands of *Skeigoneil* and *Town Parks* as shall be necessary for the Formation thereon of the Railway, and

and a Plot of Land on the South Side of *Whitla Street* containing about Twenty-three Perches, Statute Measure, and a Plot of Land, not to exceed the Width of One hundred Feet from the Centre Line along the North-east Side of such Railway, to commence at the North Side of *Whitla Street*, and terminate at *Duncrue Street*, and a Plot not exceeding Fifty Feet along the East Side of the Railway from *Duncrue Street* to the *Belfast and Northern Counties* Railway; and it shall not be lawful for the Company, except with the Consent of the Commissioners under their Common Seal, to use or employ the said Three lastly-described Plots of Land, or either of them, or any Part thereof respectively, for any Purpose except for a Road in connexion with the Railway, and a Drain or Sewer to be culverted under or on the Side of the said Road.

Description of Works.

23. The Railways, Tramway, and Works by this Act authorized comprise the following; (that is to say,)

First, a Railway (in this Act called "Railway No. 1.") to commence in the Townland of *Malone Lower* in the Parish of *Shankhill* otherwise *Belfast* in the County of *Antrim* by a Junction with the *Ulster* Railway, and to terminate in the Townland of *Ballymacarratt* in the Parish of *Knockbreda* in the County of *Down* at or near and on the South Side of *Bridge End Street*:

Secondly, a Railway (No. 2.) to commence in the Townland of *Town Parks* in the Parish of *Shankhill* otherwise *Belfast* aforesaid by a Junction with Railway No. 1., and to terminate in the Townland of *Skegoneill* in the said Parish of *Shankhill* otherwise *Belfast* by a Junction with the *Belfast and Northern Counties* Railway:

Thirdly, a Railway (No. 3.) to commence in the Townland of *Malone Lower* as aforesaid by a Junction with Railway (No. 1.), and to terminate in the Townland of *Town Parks* in the County of *Antrim* by a Junction with the East Siding of the *Ulster* Railway leading from the Main Line near the *Blackstaff Lane* to the Goods Yard of that Railway:

Fourthly, a Railway or Tramway (in this Act called "The *West Quays* Tramway") to commence in the Townland of *Town Parks* aforesaid by a Junction with Railway (No. 1.), and to terminate in the same Townland at or near the South End of the Canal Quay adjoining the *Queen's Bridge*:

Fifthly, a Central Station in the Town of *Belfast* and Parish of *Shankhill* otherwise *Belfast* to be situate on Lands bounded on the North by *Waring Street*, on the South by *High Street*, on the East by *Victoria Street*, and on the West by Premises in the Occupation of the *Ulster* Banking Company, *Joshua Jones*, *William Marshall* and Company, and *William H. Jamieson*.

24. Subject

Power to cross certain Roads on the Level.

24. Subject to the Provisions in "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," contained with reference to the crossing of Roads on the Level, the Company may, in the Construction of the *West Quays* Tramway by this Act authorized, carry the same with not more than a double Line of Way across and on the Level of the Road which on the Plans deposited as aforesaid is numbered 144 in the Townland of *Town Parks* in the Parish of *Shankhill* otherwise *Belfast* (provided that it shall not be lawful for the Company to use Carriages propelled by Steam or by atmospheric Agency or drawn by Ropes in connexion with a Stationary Engine upon such Tramway).

As to Junction with Belfast and County Down Railway.

25. And whereas it was intended by the Company to extend their Line of Railway No. 1. so as to form a Connexion with the *Belfast and County Down* Railway, and it was also intended to construct a Tramway between the Station of the said Railway and the River *Lagan*, and the Plans and Sections deposited as aforesaid comprise such Works: And whereas the *Belfast and County Down* Railway Company objected to the said Works as injurious to their Undertaking, and it has been agreed between them and the Company that the said Works shall not be executed, and that instead thereof Powers shall be sought by the Company in the next Session of Parliament to construct another Line of Railway to connect the *Belfast Central* Railway with the *Belfast and County Down* Railway at some Point on the same Railway between the Western Terminus thereof and a Point distant One Half Mile from such Western Terminus, measured along such Railway, such Point to be agreed on between the Two Companies, or in default of Agreement to be determined by an Engineer appointed by the Board of Trade: Wherefore be it enacted, That nothing contained in this Act, or in the Plans or Sections or Books of Reference deposited with relation thereto, shall authorize the Company to construct any Portion of the Railway No. 1. beyond the Southern Side of *Bridge End Road* in the County of *Down*, or to construct the Tramway called on the said Plans "Tramway No. 5.," or to enter upon, take, or use any Lands or Property for those Purposes.

As to Deposits of Plans with Clerks of Unions.

26. Whereas by "The Railways Clauses Consolidation Act, 1845," it is provided that Certificates of any Omissions, Mis-statements, or erroneous Descriptions in certain Plans and Books of Reference therein referred to should be deposited with the Postmaster of the Post Towns in or nearest to the several Parishes in *Ireland* in which the Lands affected thereby should be situate, and it is also provided that certain Plans and Sections of such Alterations in the original Plans and Sections as shall have been approved of by Parliament should also be deposited with such Postmasters, and be retained

and

and produced by them for Inspection in the Manner therein mentioned: And whereas, in compliance with the Standing Orders of both Houses of Parliament, the several Plans, Sections, and other Documents heretofore required to be deposited with the Postmasters of the Post Towns in *Ireland* are now deposited with the Clerks of Unions instead of such Postmasters: Therefore, with reference to this Act, all the Provisions of "The Railways Clauses Consolidation Act, 1845," relating to the Matters aforesaid shall be read and construed as if the Expression "Clerks of the Unions within which such Parishes are included in *Ireland*," or the Words "Clerk of the Union," as the Case may be, had been used and inserted in such Act in lieu of the Expression "the Postmaster of the Post Towns in or nearest to such Parishes in *Ireland*," or in lieu of the Word "Postmaster," as the Case may be.

Bridge to be erected over the Railway in Duncrue Street.

27. The Company shall and they are hereby required to carry *Duncrue Street* over the Railway by means of a Bridge, with proper and convenient Approaches thereto, and the Width of the Road over such Bridge shall not be less than Forty Feet, and the Inclination of such Road and of the Approaches to the said Bridge shall not be steeper than One Foot in Thirty-five Feet.

As to Bridge over the River Lagan.

28. The Company shall and they are hereby required to construct the Bridge by means of which the Railway by this Act authorized is intended to be carried over the River *Lagan* in accordance with the following Provisions; (that is to say,)

The clear Headway and Waterway of the Second Arch or Opening on the County *Antrim* Side of the said Bridge shall not be less than the clear Headway and Waterway of the highest of the existing Arches or Openings of the Bridge over the River *Lagan* called the *Queen's Bridge*:

The Foundations of the said Railway Bridge shall be made at least as deep as the Foundations of the said *Queen's Bridge*.

Powers for compulsory Purchases limited.

29. The Powers of the Company for the compulsory Purchase of Land for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for Completion of Works.

30. The Railways and Works shall be completed within Five Years after the passing of this Act, and on the Expiration of that Period the Powers by this Act granted for making the Railways and Works, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Security for Completion of Railway within Time limited.

31. And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Session of the Ninth and Tenth Years of Her present Majesty, Chapter 20, a Sum of Twenty-seven thousand Pounds Stock in the Three *per Cent.* Consolidated Bank Annuities

Annuities has been transferred into the Name of the Accountant General of the Court of Chancery in *Ireland* with respect to the Application to Parliament for this Act: And whereas the said Sum of Twenty-seven thousand Pounds Stock represents the Sum of Twenty-four thousand Pounds Sterling, which is Eight *per Cent.* on Three hundred thousand Pounds, the estimated Expense of the Railways by this Act authorized: Therefore, notwithstanding anything contained in the recited Act, the said Sum of Stock so transferred as aforesaid, or the Dividends thereof, shall not, except upon the Execution and Deposit of such a Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company, before the Expiration of the Period limited by this Act for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half; and if that Period expire before the Company either have opened the Railways for the public Conveyance of Passengers, or have given the Proof to the Satisfaction of the Board of Trade, the said Sum of Stock so transferred as aforesaid, and the Dividends thereof, shall immediately from and after the Expiration of that Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom: Provided that at any Time after the passing of this Act if a Bond in twice the Amount of the Sum of Twenty-four thousand Pounds Sterling be executed by the Company, with One or more Sureties, (the Bond to be prepared to the Satisfaction of, and the Surety or Sureties to be approved by, the Solicitor to the Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the Sum of Twenty-four thousand Pounds Sterling if the Company do not, within the Time limited for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by Shares, and have expended for the Purposes of this Act a Sum equal in Amount to that One Half, and if the Bond be deposited with the Solicitor to the Treasury, then the said Sum of Twenty-seven thousand Pounds Stock so transferred as aforesaid, and the Dividends thereof, shall be paid and transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order, or the Survivors

or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed; and the Monies to be recovered upon the Bond shall be dealt with in like Manner as the said Sum of Stock, and the Dividends thereof, would be dealt with under this Act if the Bond were not so executed and deposited; and the Certificate of the said Solicitor that the Bond has been so executed and deposited, and the Certificate of the Board of Trade that the Proof has been given to their Satisfaction, shall respectively be sufficient Evidence of the Fact so certified.

Tolls.

32. It shall be lawful for the Company to levy and demand Rates, Tolls, and Duties for the User of the Railways and Tramway not exceeding the following; (that is to say,)

On Merchandise.

In respect of the Tonnage of all Articles conveyed upon the Railways or Tramway, or any Part thereof, as follows:

For all Coals, Coke, Culm, Cannel, Ironstone, Iron Ore, Limestone, Chalk, Lime, Bricks, Salt, Sand, Fireclay, Cinders, Slag, Stone, Dung, Compost, and all Sorts of Manure, and for all undressed Materials for the Repair of public Roads or Highways, Stones for building, pitching, and paving, all Tiles, Slates, and Clay, *per* Ton *per* Mile One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Halfpenny:

For Pig Iron, Rod Iron, Sheet Iron, Hoop Iron, Iron Plates, Slabs, Billets, and Rolled Iron, Charcoal and Wrought Iron, not otherwise specifically classed herein, including Railway Chairs and heavy Iron Castings, *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:

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber and Deals, Staves, Metals (except Iron), Nails, Anvils, Vices, and Chains, and for light Castings, and for all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, or Things, *per* Ton *per* Mile Twopence Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Halfpenny:

And for every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform not belonging to the Company, Sixpence *per* Mile, and a Sum of One Penny Halfpenny for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which such Carriage may weigh.

On Passengers and Animals.

In respect of Passengers and Animals conveyed in Carriages on the Railways or Tramway, as follows:

For any Person conveyed in or upon any Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging

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

For every Horse, Mule, or other Beast of Draught or Burden, *per* Mile not exceeding Threepence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

For every Ox, Cow, Bull, or Neat Cattle, *per* Mile not exceeding One Penny Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

For every Calf, Pig, Sheep, Lamb, or other small Animal, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny.

Tolls for propelling Power.

33. The Toll which the Company may demand for the Use of Engines or other Power for propelling Carriages on the Railways or Tramway shall not exceed One Third of the Sum herein-before allowed for the User of the Railways or Tramway for each Passenger or Animal, or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Regulations as to the Tolls.

34. The following Provisions and Regulations shall be applicable to the fixing of the Tolls and maximum Rates of Charge; (that is to say,)

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

For a Fraction of a Ton the Company may demand Toll according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton, and so on in proportion for any smaller Quantity.

Tolls for small Parcels and single Articles of great Weight.

35. And with respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels the Company may demand any Sum which they think fit, not exceeding the Rates following: Not exceeding in Weight Seven Pounds, Threepence; exceeding Seven and not exceeding Fourteen Pounds, Fourpence; exceeding Fourteen

Fourteen and not exceeding Twenty-eight Pounds, Sevenpence; exceeding Twenty-eight and not exceeding Fifty-six Pounds, Ninepence; exceeding Fifty-six and not exceeding Five hundred Pounds, such Sum as they think proper:

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which including the Carriage shall exceed Four Tons, but shall not exceed Eight Tons, the Company may demand any Sum not exceeding Sixpence *per* Ton *per* Mile, including the Carriage for the same:

For the Carriage of any single Piece of Timber, Stone, or Machinery, or other single Article, the Weight of which including the Carriage shall exceed Eight Tons, the Company may demand such Sum as they think fit.

Passengers Luggage.

36. Every Passenger travelling upon the Railways or Tramway 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.

Maximum Rate of Charge for Passengers.

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

For every Passenger conveyed in or upon a First-class Carriage, the Sum of Threepence *per* Mile:

For every Passenger conveyed in or upon a Second-class Carriage, the Sum of Twopence Farthing *per* Mile:

For every Passenger conveyed in or upon a Third-class Carriage, the Sum of One Penny Halfpenny *per* Mile.

Maximum Rate of Charges for Cattle, &c.

38. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charges to be made upon the Railways and Tramway by the Company, including the Tolls for the User of the Railways and Waggons or Trucks and locomotive Power, and every Expense incidental to such Conveyance (except a reasonable Sum for loading, covering, and unloading Goods at any Terminal Station, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services

Services or any of them are or is performed by the Company), shall not exceed the following Sums:

For every Horse or other Beast of Draught or Burden before classed with Horses, the Sum of Fourpence *per* Mile:

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

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

For every Carriage, the Sum of Sixpence *per* Mile:

For Coals, Coke, Ironstone, and other Articles herein-before classed therewith, the Sum of One Penny Halfpenny *per* Ton *per* Mile:

For Pig Iron, Rod Iron, and other Articles classed therewith, the Sum of Twopence *per* Ton *per* Mile:

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

Terminal Station defined.

39. No Station shall be considered a Terminal Station in regard to any Goods conveyed on the Railway which have not been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered thereat direct to the Consignee, and in no Case shall more than One Terminal Charge be made by the Company for Terminal Services.

Restriction as to Charges not to apply to Special Trains.

40. The Restriction as to Charges to be made for Passengers shall not extend to any Special Train that may be required to be run upon the Railways, but shall apply to every Express and Ordinary Train appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railways.

Company may take increased Charges by Agreement.

41. Nothing herein contained shall be held to prevent the Company from taking an increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance thereof (except small Parcels) by Passenger Trains, or by reason of any other special Service performed by the Company in relation thereto.

Power to use Parts of other Railways.

42. Subject to the Provisions of this Act, the Company may run over and use, with their Engines and Carriages, Officers and Servants, and for the Purposes of Traffic of every Description, the Portions of Railways and the Stations following; (that is to say,)

So much of the *Ulster* Railway as extends from the Terminus thereof in *Great Victoria Street* to the intended Junction of Railway (No. 1.) with the *Ulster* Railway, and for a Distance of Five hundred Yards beyond the last-mentioned Point measured Southward along the *Ulster* Railway, together with the said *Great Victoria Street* Terminus or Station and the Goods Station of the *Ulster* Railway Company in the Town of *Belfast*:

So

So much of the *Belfast and Northern Counties* Railway as extends from the Terminus thereof in *York Street* to the intended Junction therewith of Railway (No. 2.), and for a Distance of Five hundred Yards beyond the last-mentioned Point measured North-eastward along the *Belfast and Northern Counties* Railway, together with the said *York Street* Terminus or Station of the *Belfast and Northern Counties* Railway in *Belfast* aforesaid:

And all Junctions, Sidings, Platforms, Booking and other Offices, Warehouses, Watering Places, and Supplies of Water, Approaches, Turn-tables, Telegraphs, Signals, Works, and Conveniences necessary for such Traffic in, upon, or connected with the said Portions of Railway, Termini, and Stations respectively; and subject to the Provisions of this Act, the *Belfast and Northern Counties* Railway Company may run over and use, with their respective Engines and Carriages, Officers and Servants, and for the Purposes of Traffic of every Description, so much of the Railway of the Company as shall lie between the Point of Junction of that Railway with the Line of the *Belfast and Northern Counties* Railway and the Central Station and Goods Depôt respectively of the Company, together with the said Central Station and Goods Depôt, and all other Stations on the said Portion of the Railway of the Company; and the *Ulster* Railway Company in like Manner may run over and use so much of the Railway of the Company as shall lie between the Point of Junction of that Railway with the Line of the *Ulster* Railway and the Central Station and Goods Depôt respectively of the Company, together with the said Central Station and Goods Depôt and all other Stations on the last-mentioned Portion of the Railway of the Company; and as regards each of the Two Companies, also all Junctions, Sidings, Platforms, Booking and other Offices, Warehouses, Watering Places, and Supplies of Water, Approaches, Turn-tables, Telegraphs, Signals, Works, and Conveniences necessary for such Traffic on or upon or connected with the respective Portions of the Railway and Stations respectively of the Company.

Terms of such User.

43. The Terms, Conditions, and Regulations to be observed and fulfilled, and the Tolls, Charges, Rents, or other Considerations to be paid to or by the Company for and in respect of the Exercise of the said Powers of User, shall be such as are from Time to Time agreed upon between the Companies interested, or failing such Agreement as, subject to the Proviso next herein-after mentioned, may from Time to Time be determined by an Arbitrator to be appointed by the Board of Trade on the Application of either of the Companies interested, and the Costs of the Arbitration shall be in the Discretion of such Arbitrator, and his Decision shall be final and binding on all Parties.

Power to the Board of Trade to restrain or limit the Exercise of such Powers.

44. Provided always, That it shall be lawful for the Board of Trade, on the Application of the *Belfast and Northern Counties* Railway Company, or, as the Case may be, of the *Ulster* Railway Company, (which Two Companies are herein-after called the Two Companies,) or of the Company, to inquire whether the Exercise of the respective Powers of User by this Act granted to the Two Companies, or either of them, and to the Company, is calculated to endanger or obstruct the Traffic of the Company owning the Railway, or Portion of Railway, Terminus, or Station, intended or proposed to be used by the Two Companies, or either of them, or by the Company, as the Case may be; and the Board, in case they shall find that the Exercise of such Powers is calculated so to endanger or obstruct such Traffic, may, in their Discretion, either wholly restrain the Exercise of such respective Powers of User, or any of them, or may limit the Exercise of such Powers respectively in such Manner as the Board think fit; and in such event the Board may make such Rules and Regulations as they think fit with respect to the Times at which and the Extent and Manner and the Terms and Conditions in and according to which such Powers shall be exercised; and every Order of the said Board made in the event aforesaid in relation to the Matters aforesaid, or any of them, shall be binding and obligatory on the said Companies, or such of them as are referred to in the Order.

Other Companies not to take up and deliver at Stations of the Company.

45. In exercising the Powers herein-before granted it shall not be lawful for either of the Two Companies acting under the Powers of this Act, unless with the Consent in Writing of the Company, to take up at any Station of the Company upon the respective Portions of Railway herein-before specified any Passengers, Parcels, Animals, or Goods, and to deliver the same at another Station of the Company; and if either of the Two Companies violate this Enactment the Company so violating shall for every such Violation pay to the Company Twenty Pounds by way of Penalty.

Power to contract with Corporation of Belfast as to Sewers, &c.

46. The Company may from Time to Time enter into and carry into effect Contracts and Arrangements with the Mayor, Aldermen, and Burgesses of the Borough of *Belfast* (herein-after called "the Corporation") with respect to the Construction and Maintenance of Sewers and Drains in, along, under, and across any of the Railways, Tramway, Works, or Property of the Company, and for or with reference to the Construction and Maintenance by the contracting Parties jointly, or by the Corporation alone, of any Works authorized to be made by the Company, and the Acquisition of Lands and Buildings for the same, the Ownership and Appropriation of such Works, Lands, and Houses, and the Payments, Contributions, Rents, and Allowances, to be made and paid by each of the contracting Parties to the other of them; and the Company shall do all Works which may be rendered necessary by the Construction of the Railway in

in respect of the Diversion of the *High Street River*, or in the Re-construction and proper Re-arrangement of the Sewers which may be in any way affected by the Railway or Works of the Company; and in case of any Dispute or Difference of Opinion the same shall be referred to such Engineer as may be mutually agreed upon, or in default of Agreement to an Engineer to be appointed by the Board of Trade.

Power to Company and other Companies to make Agreements.

47. The Company may from Time to Time enter into and carry into effect Contracts and Arrangements with the Two Companies, or with either of the Two Companies, with respect to the following Purposes, or any One or more of them; (that is to say,)

The Use by the Two Companies, or either of them, either together or separately, of all or any Part of the Railways and Tramway of the Company, and all Stations, Works, and Conveniences belonging to or connected therewith:

The Interchange of Traffic between the contracting Companies, the fixing, levying, dividing, and Apportionment of the Tolls, Rates, and Charges to be levied or taken in respect of the Traffic conveyed over the Railways and Tramway of the Company, and over the Railways and Stations, or any Part thereof, belonging to or worked by the Two Companies respectively:

The Payments, Tolls, Deductions, and Allowances to be made or paid by any or either of the contracting Companies to the other or others of them:

All Matters incidental or necessary to any of those Purposes.

Agreements as to Central Station.

48. The Company may from Time to Time enter into and carry into effect Contracts and Arrangements with the Two Companies, or either of them, or any other Corporation or public Body having the Control or Use of any Railway, Station, or Quay in the Town of *Belfast*, with respect to the Use and Management and Arrangement of the Central Station, with the Works and Conveniences belonging thereto by this Act authorized to be constructed, and the Lands and Buildings which may be taken or used for the same, and with reference to the Tolls, Rates, Charges, or Payments in respect thereof to be made or paid by any or either of the contracting Parties to the other or others of them, and all Matters incidental to any of such Purposes.

Saving Rights of Belfast Harbour Commissioners.

49. Nothing in this Act contained shall prejudice or affect any of the Powers, Rights, or Privileges vested in the said Commissioners under or by virtue of "The *Belfast* Harbour Act, 1847," or "The *Belfast* Port and Harbour Conservancy Act, 1852," or "The *Belfast* Dock Act, 1854."

Interest not to be paid on Calls paid up.

50. The Company shall not, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, pay Interest or Dividend to any Shareholder

Shareholder on the Amount of the Calls made in respect of the Shares held by him: Provided always, that this Act shall not prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

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

51. The Company shall not, out of any Money by this Act authorized to be raised, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway, or execute any other Work or Undertaking.

Saving Rights of the Crown.

52. Nothing contained in this Act or in any of the Acts herein referred to shall authorize the said Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights of whatsoever Nature, belonging to or enjoyed or exerciseable by the Queen's most Excellent Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose (which Consent such Commissioners are hereby respectively authorized to give), neither shall anything in the said Act or Acts contained divest, take away, prejudice, diminish, or alter any Estate, Right, Privilege, Power, or Authority vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

Undertaking not exempt from Provisions of present and future General Acts.

53. Nothing in this Act contained shall be deemed or construed to exempt the Undertaking of the Company from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the Tolls for small Parcels, and of the maximum Rates of Fares and Charges, authorized to be taken by the Company.

Expenses of Act.

54. All the Costs, Charges, and Expenses of and incidental to the passing of the Act shall be paid by the Company.

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