ANNO VICESIMO QUINTO & VICESIMO SEXTO

VICTORIÆ REGINÆ.

Cap. xc.

An Act for making a Railway in the West Riding of the County of *York*, to be called "The *Keighley and Worth Valley* Railway;" and for other Purposes. [30th *June* 1862.]

WHEREAS the making of a Railway from the *Midland* Railway in the Township and Parish of *Keighley* to the Township of *Haworth* in the Parish of *Bradford* in the West Riding of the County of *York* would be of great public Advantage: And whereas the several Persons herein-after named, with others, are willing, at their own Expense, to carry the same into execution: And whereas Plans and Sections showing the Line and Levels of the proposed Railway, and the Lands which the Company are by this Act authorized to acquire, and a Book of Reference to those Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of those Lands, have been deposited with the Clerk of the Peace for the West Riding of the County of *York*: And whereas it is expedient that the *Midland* Railway Company should be authorized to work and use the Railway, and Heads of Agreement to that Effect have been entered into, a Copy of which is contained in the Schedule to this Act: And whereas the Objects of this Act cannot be attained 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 for all Purposes be cited as "The *Keighley and Worth Valley* Railway Act, 1862."

8 & 9 Vict. cc. 16. 18. & 20. and 23 & 24 Vict. c. 106. incorporated.

2. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of 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 excluded by the Subject or Context.

Company incorporated.

4. *George Oates Greenwood, John Craven, James Sugden, Jonathan Nowell Craven, Isaac Holden, Robert Newsholme Sugden, Edwin Merrall, John Feather, Michael Merrall, George Gregson, John Sugden, John Pighills, Jonathan Whitaker, William Greenwood*, and *James Haggas*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, are by this Act united into a Company for the Purpose of making and maintaining the Railway, and for other the Purposes of this Act, and for those Purposes are by this Act incorporated by the Name of "The *Keighley and Worth Valley* Railway Company" (in this Act called "the Company"), and by that Name shall be One 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 but subject to the Restrictions of this Act.

Capital.

5. The Capital of the Company shall be Thirty-six thousand Pounds, in Three thousand six hundred Shares of Ten Pounds each.

Calls.

6. Two Pounds a Share shall be the greatest Amount of a Call, and Four Months at least shall be the Interval between successive Calls, and Two Thirds of the Amount of the Share shall be the utmost aggregate Amount of the Calls made in any One Year upon any Share.

Power to borrow on Mortgage.

7. The Company from Time to Time may borrow on Mortgage any Sums not exceeding in the whole Twelve thousand Pounds, but no Part thereof

thereof shall be borrowed until the whole of the Capital of Thirty-six thousand Pounds is subscribed for, and One Half thereof is paid up, and the Company has 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 the 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.

Arrears may be enforced by Appointment of a Receiver.

8. The Mortgagees under this Act may enforce the Payment of the Arrears of Interest, or of Principal and Interest, due on their respective Mortgages, by the Appointment of a Receiver, and the Amount to authorize a Requisition for a Receiver shall be One thousand Pounds.

Interest not to be paid on Calls paid up.

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

Deposits for future Bills not to be paid out of Capital or Loan.

10. 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.

Application of Monies.

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

First Ordinary Meeting.

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

Number of Directors.

13. The Number of Directors shall be Nine: Provided always, that the Company from Time to Time may vary the Number of Directors, so as the Number be not more than Nine nor less than Seven.

Quorum.

14. The Quorum of a Meeting of Directors shall be Four.

First Directors.

15. *George Oates Greenwood, Jonathan Nowell Craven, James Sugden, Edwin Merrall, Isaac Holden, Robert Newsholme Sugden, Michael Merrall, John Feather*, and *James Haggas* shall be the First Directors of the Company.

Qualification of Directors.

16. The Qualification of a Director shall be the Possession in his own Right of Shares to the aggregate nominal Amount of Five hundred Pounds.

17. The

Election of Directors.

17. 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 the Directors appointed by this Act, or any of them, or the Meeting may elect a new Body of Directors, or so many Directors as are required to supply the Place of those not continued in Office, the Directors appointed by this Act being, if qualified, eligible for Re-election.

Subsequent Election of Directors.

18. At the First Ordinary Meeting to be held in every Year after the First Ordinary 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 any such Meeting, being neither removed nor disqualified, nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by "The Companies Clauses Consolidation Act, 1845."

Newspaper for Advertisements.

19. The Newspaper for Advertisements shall be any Newspaper published in the West Riding of the County of *York*.

Power to take Lands.

20. Subject to the Provisions of this Act, and of the Acts incorporated herewith, the Company may from Time to Time enter upon, take, and use all or any of the Lands defined on the deposited Plans, and described in the deposited Book of Reference.

Power to make Railway authorized by this Act.

21. Subject to the Provisions of this Act, the Company may from Time to Time make and maintain in the Line and according to the Levels shown on the deposited Plans and Sections, and in and upon the Lands which the Company are by this Act authorized to enter upon, take, and use, the Railway following, with all proper Stations, Approaches, Works, and Conveniences connected therewith; (that is to say,)

A Railway to commence by a Junction with the *Midland* Railway in the Township and Parish of *Keighley* at or near and on the South-east Side of the *Keighley* Station on the *Colne* Extension of the *Leeds and Bradford* Line of the *Midland* Railway, and to terminate in the Township of *Haworth* in the Parish of *Bradford* at or near the Junction of *Moor House Lane* and *Weasel Lane* with *Oxenhope Mill Lane*, all in the West Riding of the County of *York*.

Regulating Inclination of a certain Road.

22. As regards the Road numbered on the deposited Plans 50 in the Parish of *Bingley* the Company may make that Road, when altered for the Purposes of this Act, of any Inclination not steeper than One in Eighteen.

23. In

As to Span and Height of Arch.

23. In carrying the Railway over the Road numbered on the deposited Plans 19 in the Parish of *Keighley* the Company may make the Arch for carrying the Railway over that Road of such Height and Width as the Company think fit, not being less than the Height of Fifteen Feet and the Width of Twenty Feet.

Power to alter Engineering Works.

24. Notwithstanding anything in "The Railways Clauses Consolidation Act, 1845," contained, the Company in the Construction of the Railway may deviate from the Line and Levels of any Arches, Tunnels, or Viaducts described in the deposited Plans or Sections, so as the Deviations be made within the Limits of Deviation shown on those Plans, and subject to the Limitations contained in the Eleventh, Twelfth, and Fifteenth Sections of that Act, and so as the Nature of the Work as described be not altered, and they may also substitute any other engineering Work not shown on those Plans or Sections, instead of a Tunnel, Viaduct, Arch or Arches, as shown thereon, provided that every such Substitution be authorized by a Certificate of the Board of Trade, and the said Board is hereby empowered to grant such Certificates, provided it shall appear to the Board, upon due Inquiry, that the Company has acted in the Matter with good Faith, and that the Owners, Lessees, and Occupiers of the Land in which the Substitution is intended to be made consent thereto, and also that the Safety and Convenience of the Public will not be diminished thereby: Provided that nothing herein contained shall take away or affect any of the Powers given to the Company or to the Board of Trade by the Eleventh, Twelfth, Fourteenth, or Fifteenth Sections of "The Railways Clauses Consolidation Act, 1845."

Lands for extraordinary Purposes.

25. The Company may purchase by Agreement, in addition to the Lands by this Act authorized to be purchased compulsorily, any Quantity of Land for the extraordinary Purposes specified in "The Railways Clauses Consolidation Act, 1845," not exceeding Three Acres.

Powers for compulsory Purchases limited.

26. 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 after the passing of this Act.

Period for Completion of Works.

27. The Railway shall be completed within Four Years after the passing of this Act, and on the Expiration of that Period the Powers by this Act granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Deposit Money not to be repaid until Line opened, or Half the

28. 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 Two thousand eight hundred and eighty Pounds, being Eight *per Centum* upon the Amount of the Estimate of

Capital paid up and expended, except on Execution of Bond, &c.

of the Railway by this Act authorized, has been deposited with the Court of Chancery in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Sum so deposited as aforesaid, or the Interest or Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as hereinafter mentioned, be paid or transferred to or on the Application of the Person or Persons, or the Majority of the Persons, named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the Sum so deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred, by the Officer or Person in whose Name they shall then be deposited or invested, to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*: Provided, that at any Time after the passing of this Act, if a Bond in twice the Amount of the Sum so deposited shall have been executed by the Company, with One or more Sureties (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for the Payment to Her Majesty, Her Heirs or Successors, of the Sum so deposited if the Company shall not, within the Time limited for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons, or the Majority of the Persons, named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said

said Sum of Money and the Interest and Dividends thereof would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

29. The Company from Time to Time may lawfully demand and take, in respect of the Use of the Railway, any Tolls not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandise.

In respect of the Tonnage of Goods conveyed on the Railway:

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *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 all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per* Ton *per* Mile One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Halfpenny:

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

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

And for every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per* Mile Sixpence:

And a 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 Passengers.

In respect of Passengers conveyed in Carriages upon the Railway or any Part thereof, as follows:

For any Person conveyed in or upon any such Carriage, *per* Mile Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile of One Penny.

In

For Animals.

In respect of Animals conveyed on the Railway or any Part thereof as follows:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, conveyed in or upon any such Carriage, *per* Mile Threepence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile of One Penny:

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

Regulations as to Tolls.

30. The following Provisions and Regulations apply to the fixing of all Tolls; (that is to say,)

For Persons, Animals, or Things conveyed on the Railway for a less Distance than Two Miles the Company may demand and receive the before-mentioned Tolls as for Two Miles:

For a Fraction of a Mile beyond Two Miles, or beyond any greater Number of Miles, the Company may demand Tolls 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:

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 Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

31. With respect to small Packages not exceeding Five hundred Pounds in Weight, and single Articles of great Weight, notwithstanding the Rates prescribed by this Act, the Company may demand and take any Tolls not exceeding the following; (that is to say,)

For the Carriage of small Parcels on the Railway, as follows:

For any Parcel not exceeding Seven Pounds in Weight, Threepence:

For any Parcel exceeding Seven Pounds and not exceeding Twenty-eight Pounds in Weight, Fivepence:

For any Parcel exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds in Weight, Sevenpence:

And for any Parcel exceeding Fifty-six Pounds and not exceeding Five hundred Pounds in Weight the Company may demand any Sum they think fit:

Provided

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

For the Carriage of single Articles of great Weight:

For the Carriage of any single Article the Weight of which, including the Carriage, exceeds Four Tons but does not exceed Six Tons, the Company may demand any Sum not exceeding Sixpence a Ton a Mile:

For the Carriage of any single Article the Weight of which, including the Carriage, exceeds Six Tons, the Company may demand and take any Sum they think fit.

Limiting Charges for propelling Power.

32. The Toll which the Company may demand and receive for the Use of the Locomotive Engines for propelling Carriages on the Railway shall not exceed One Penny *per* Mile for each Passenger or Animal, or for each Ton of Goods or other Articles.

Passenger's Luggage.

33. Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding the Weight and Dimensions following; (that is to say,)

Every Passenger travelling in a First-class Carriage, One hundred and twenty Pounds in Weight;

Every Passenger travelling in a Second-class Carriage, One hundred Pounds in Weight;

Every Passenger travelling in a Third-class Carriage, Sixty Pounds in Weight;

without any Charge being made for the Carriage thereof.

Maximum Rates for Passengers.

34. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to the Conveyance, shall not exceed the following; (that is to say,)

For every Passenger conveyed in a First-class Carriage, Threepence a Mile:

For every Passenger conveyed in a Second-class Carriage, Twopence a Mile:

For every Passenger conveyed in a Third-class Carriage, One Penny Farthing a Mile.

Maximum Rates for Animals and Goods.

35. The maximum Rate of Charge to be made by the Company for the Conveyance of Animals and Things on the Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and for every other Expense incidental to the Conveyance, except a reasonable Sum for loading, covering, and unloading of Goods at any Terminal Station of such Goods, and for Delivery and Collection, and any other

other Services incidental to the Business or Duty of a Carrier, where such Services, or any of them, are or is performed by the Company, shall not exceed the following Sums; (that is to say,)

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile One Penny Halfpenny:

For all Coals, Coke, Culm, Charcoal, Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per* Ton *per* Mile Twopence:

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile Threepence:

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile Fourpence:

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, *per* Mile Sixpence:

For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any Carriage, *per* Mile Fourpence:

For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any Carriage, *per* Mile Threepence:

For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed in or upon any Carriage, *per* Mile One Penny Halfpenny.

Terminal Station.

36. No Station is to be considered a Terminal Station in regard to Goods conveyed on the Railway which have not been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered thereat to the Consignee.

Restrictions as to Charges not applicable to Special Trains.

37. The Restrictions with respect to the Charges to be made for Passengers shall not extend to any Special Train required to run upon the Railway, but shall apply only to the Express and Ordinary Trains from Time to Time appointed by the Company for the Conveyance of Passengers and Goods upon the Railway.

Company may take increased Charges by Agreement.

38. This Act or anything therein contained shall not prevent the Company from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Animals or Things of any Description by Agreement with the Owners or Persons in charge thereof, or in respect of the Conveyance thereof (except small Parcels) by Passenger Trains, or by reason of any special Service performed by the Company in relation thereto.

39. The

Confirming Heads of Agreement with Midland Railway Company.

39. The Heads of Agreement, a Copy of which is set forth in the Schedule to this Act, are hereby confirmed and made binding and obligatory upon the Company and the *Midland* Railway Company respectively.

Agreement not to affect Persons not Parties thereto.

40. The before-mentioned Heads of Agreement between the Company and the *Midland* Railway Company shall not in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which those Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or from any other Company, but all other Persons and Companies shall, notwithstanding such Agreement, be entitled to the Use and Benefit of the Railway to which the same relates upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as they would have been in case such Agreement had not been entered into.

As to Tolls during Agreement with Midland Railway Company.

41. With respect to the Tolls, Fares, and Charges to be taken by the *Midland* Railway Company during the Continuance of the before-mentioned Heads of Agreement for Traffic conveyed partly on the Railway of the *Midland* Railway Company and partly on the Railway of the Company, be it enacted, That the Length of Railway over which the Traffic passes shall be estimated as if the Railway over which it passes had been originally authorized as One continuous Line of Railway; but in respect of Traffic passing partly over the Railway of the *Midland* Railway Company and partly over the Railway of the Company, and conveyed for a less Distance than Two Miles, it shall not be lawful for the *Midland* Railway Company to demand and take Tolls as for Six Miles, but only as for Two Miles; and no other Short Distance Charge shall be made for Traffic passed over both or either of the said Railways while worked together under the before-mentioned Heads of Agreement.

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

42. This Act or anything herein contained shall not exempt the Railways to which this Act relates from the Provisions of any General Act relating to Railways, or to the better or 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 the Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges by this Act authorized, or of the Rates for small Parcels thereby authorized.

Expenses of Act.

43. All the 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.

The SCHEDULE referred to in the foregoing Act.

HEADS of ARRANGEMENT between the KEIGHLEY AND WORTH VALLEY RAILWAY COMPANY, herein-after called "THE KEIGHLEY COMPANY," on the one hand, and the MIDLAND RAILWAY COMPANY, herein-after called "THE MIDLAND COMPANY," on the other hand.

First. The Keighley Company, at their own Expense, to make and complete the new Line according to their Act, with all necessary and proper Stations, Buildings, Works, and Conveniences, to the reasonable Satisfaction of the Midland Company's Engineer.

Secondly. The new Line and Works to be maintained by the Keighley Company or their Contractor for making the Railway for Twelve Months after Completion to the Satisfaction of the Midland Company's Engineer.

Thirdly. After the new Line is authorized to be opened for public Traffic the Midland Company at all Times, at their own Expense, to maintain (subject and without Prejudice to the Second Head), manage, man, stock, work, and use the new Line and Works, and to work and use the same, so as properly to develope and accommodate not only the Through Traffic, but also the Local Traffic of the District to be served by the new Line.

Fourthly. The Midland Company to pay Taxes, Government Duty on Passenger Rates, and all other Landlords and Tenants Charges and Outgoings, except Chief Rents (if any), Tithe, Tithe Rent-charge, and Land Tax.

Fifthly. From the Total of the gross Receipts for all Traffic conveyed by the Midland Company on or over the new Line the following Deductions to be made:

Paid-ons and Clearing-house Terminals, and Fifty per Cent. of the Remainder of the Receipts, to be paid to the Midland Company for their Expenses of the Maintenance, Management, and Working of the new Line, and the other Fifty per Cent. to be paid to the Keighley Company.

Sixthly. The Division of the gross Receipts to be made half-yearly, and Accounts to be rendered half-yearly.

Seventhly. The Midland Company to keep all proper Accounts and Vouchers, and to afford proper Inspections thereof to the Keighley Company.

Eighthly. All Differences between the Companies, and all Questions as to the carrying into effect of the Provisions of the Arrangement, to be determined by Arbitration under "The Railway Companies Arbitration Act, 1859," by a single Arbitrator, to be, if not agreed on, appointed by the Board of Trade, with ample Powers.

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