ANNO DECIMO QUINTO & DECIMO SEXTO

VICTORIÆ REGINÆ.

Cap. cxviii.

An Act for making a Railway from the *Lancashire and Yorkshire* Railway in the Township of *Bowling* near *Bradford* to the Railway belonging to the *Lancashire and Yorkshire* and *London and North-western* Railway Companies, or One of them, in the Township of *Wortley* near *Leeds*, all in the West Riding of the County of *York*, to be called The *Leeds, Bradford, and Halifax Junction* Railway, and for other Purposes.

[30th *June* 1852.]

WHEREAS the Construction of a Railway to commence at and by a Junction with the *Lancashire and Yorkshire* Railway in the Township of *Bowling* in the Parish of *Bradford*, and to terminate in the Township of *Wortley* in the Parish of *Leeds* by a Junction with the Railway belonging to the *Lancashire and Yorkshire* and *London and North-western* Railway Companies, or One of them, would be of great public Benefit, and the Persons herein-after named are willing, at their own Expense, to make and

maintain such Railway: And whereas it is intended that the Railway to be made under the Authority of this Act shall at One End thereof join and communicate with that Portion of the Railway belonging to the *Lancashire and Yorkshire* Railway Company which extends from the aforesaid Point of Junction therewith in the said Township of *Bowling* to the Town of *Bradford*, and from the same Point of Junction to the Town of *Halifax*, and shall at the other End thereof join and communicate with that Portion of the Railway belonging to the *Lancashire and Yorkshire* and *London and North-western* Railway Companies, or One of them, which extends from the aforesaid Point of Junction therewith in the said Township of *Wortley* to the *Leeds* Central Railway Station, and it is expedient that Power should be given to the Company to be hereby incorporated to use the Portions of Railway respectively lastly herein-before described on the Terms and Conditions herein-after provided: And whereas by "The *Leeds* Central Railway Station Act, 1848," the then *Leeds*, *Dewsbury*, *and Manchester* Railway Company, now incorporated with and forming Part of the *London and North-western* Railway Company, the then *Leeds and Thirsk* Railway Company, now the *Leeds Northern* Railway Company, the said *Lancashire and Yorkshire* Railway Company, and the *Great Northern* Railway Company, were authorized, by and through the Directors in the said last-mentioned Act named, and their Successors, to be appointed as in the said Act mentioned, to make and maintain a Station, with the requisite Works and Conveniences, at *Leeds* aforesaid, on the Site in the said Act specified or referred to: And whereas under the Authority of the last-mentioned Act a Station known as the *Leeds* Central Railway Station, with the requisite Works and Conveniences, has been constructed at *Leeds* aforesaid, and it is expedient that Powers should be given to the Company by this Act to be incorporated to have Access to and the Use of the said Station, Works, and Conveniences, or some Part thereof, together with the Use of such Portions of the said *Lancashire and Yorkshire* Railway, the *Great Northern* Railway, the *London and North-western* Railway, and the *Leeds Northern* Railway, or any or either of them, as may be necessary for giving to the said Company hereby incorporated free Access to and the Use of the said Station, or such Part thereof as under the Provisions herein-after contained they may become entitled to the Use of, on the Terms and Conditions herein-after in that Behalf provided, and that Facilities should be afforded for the Transmission of the Traffic to be carried over or upon the Railway hereby authorized to, upon, and over the said several Portions of Railway respectively; but the several Purposes cannot be effected without the Aid 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

and Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

8 & 9 Vict. cc. 16. 18. & 20. incorporated with this Act.

I. The Provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act.

Short Title.

II. In citing this Act in other Acts of Parliament, and in legal Instruments and Pleadings, it shall be sufficient to use the Expression "The *Leeds, Bradford, and Halifax Junction* Railway Act, 1852."

Subscribers incorporated.

III. *Edward Akroyd, Cowling Ackroyd, Swithen Anderton, Joseph Bateson, William Cheesebrough, Thomas Clayton, George Edmund Donisthorpe, William Firth, John Heaton, Henry Jennins, William Pawson, William Peel, David Ramsden, William Walker*, and *Samuel Waterhouse*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway herein-after authorized, with proper Works and Conveniences belonging thereto and connected therewith, according to the Provisions of this Act and of the Acts incorporated herewith, and for other the Purposes herein and in the said Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Leeds, Bradford, and Halifax Junction* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained.

Capital.

IV. The Capital of the Company shall be Two hundred thousand Pounds, and shall be applied solely to the Purposes of this Act.

Number and Amount of Shares.

V. The said Capital shall be divided into Eight thousand Shares, and the Amount of each Share shall be Twenty-five Pounds.

Calls.

VI. Five Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between successive Calls.

Interest or Dividend not to be paid on Calls.

VII. It shall not be lawful for the said Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividends to any Shareholder on the Amount of Calls made in respect of the

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

Power to borrow Money on Mortgage.

VIII. It shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding Fifty thousand Pounds, but no Part of such Sums shall be borrowed until the whole of the said Capital of Two hundred thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up, and the whole of the Money so borrowed shall be applied to the Purposes of this Act.

Number and Qualification of Directors.

IX. The Number of Directors shall be Twelve, and the Qualification of a Director shall be the Possession in his own Right of One hundred Shares in the Undertaking.

Power to reduce Number of Directors.

X. It shall be lawful for the Company to reduce the Number of Directors, provided that the reduced Number be not less than Six.

First Directors.

XI. *William Pawson*, *William Walker*, *Edward Akroyd*, *William Firth*, *Samuel Waterhouse*, *William Cheesebrough*, *Joseph Batson*, *Thomas Clayton*, *John Heaton*, *David Ramsden*, *George Edmund Donisthorpe*, and *Cowling Ackroyd* shall be the First Directors of the Company.

First Ordinary Meeting.

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

Election of Directors at First Ordinary Meeting.

XIII. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body.

Subsequent Election of Directors.

XIV. At the First Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from

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."

Quorum.

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

Committees of Directors.

XVI. The Number of Directors of which Committees appointed by the Directors shall consist shall not be less than Three nor more than Five, and the Quorum of such Committees shall be Three.

As to Money payable to Persons under Disability.

XVII. If any Money be payable to any Shareholder, being a Minor, Idiot, Lunatic, or *non compos mentis*, the Receipt of the Guardian of such Minor, or of the Committee of such Idiot, Lunatic, or Person *non compos mentis*, shall be a sufficient Discharge to the Company for the same.

Power to make Railway according to deposited Plans.

XVIII. And whereas Plans and Sections of the Railway showing the Lines and Levels thereof, and a Book of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass, have been deposited with the Clerk of the Peace for the West Riding of the County of *York*: Be it enacted, That, subject to the Provisions in this and the Acts incorporated herewith contained, it shall be lawful for the said Company to make and maintain the said Railway and Works in the Line and Levels and upon the Lands delineated on the said Plans and Sections and described in the said Book of Reference, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Line of Railway.

XIX. The said Railway shall commence by a Junction with the *Lancashire and Yorkshire* Railway in the Township of *Bowling* and Parish of *Bradford* near the North End of the *Bowling* Tunnel of the said last-mentioned Railway, and shall terminate by a Junction with the Railway belonging to the *Lancashire and Yorkshire* and *London and North-western* Railway Companies, or One of them, in the Township of *Wortley* and Parish of *Leeds*, all in the West Riding of the County of *York*, at or near the Point where the last-mentioned Railway crosses over the *Leeds and Bradford* Railway.

Mode of effecting Communications with other Railways.

XX. All Communications between the Railway hereby authorized and the Railways with which the same is proposed to form a Junction shall be effected in a substantial Manner by means of Connexion Rails and Points, of the Construction and laid in the Manner most approved

approved from Time to Time, and to the Satisfaction of the Engineer for the Time being of the Company to whom such Portions of Railway respectively belong.

Lands for additional extraordinary Purposes.

XXI. It shall be lawful for the Company and they are hereby authorized to purchase by Agreement and hold any Quantity of Lands for extraordinary Purposes not exceeding Fifteen Acres.

Powers for compulsory Purchase of Lands limited.

XXII. The Powers of the Company for the compulsory Purchase of Lands for the Purpose of this Act shall not be exercised after the Expiration of Two Years from the passing of this Act.

Period for Completion of Works.

XXIII. The Railway shall be completed within Four Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the Acts incorporated herewith granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall then be completed.

Certain Road to be crossed on the Level.

XXIV. Subject to the Provisions of "The Railways Clauses Consolidation Act, 1845," it shall be lawful for the Company, in the Construction of the Railway by this Act authorized, to carry the said Railway across and on the Level of the Road in the Township of *Bowling* numbered 14 on the Plans deposited as herein-before mentioned.

Company to erect Station or Lodge at Point of crossing, and abide by Rules, &c. of Board of Trade.

XXV. For the greater Convenience and Security of the Public, the Company shall erect and permanently maintain either a Station or Lodge at the Point where the said Railway shall cross the before-mentioned Road on the Level; and the said Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Road on the Level, or with regard to the Speed at which Trains shall pass such Road, as may from Time to Time be made by the Board of Trade; and if the said Company shall fail to erect and at all Times to maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend the Crossing at such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall be continued after such Penalty of Twenty Pounds shall have been incurred.

Board of Trade may require Bridge in lieu of level Crossing.

XXVI. That it shall be lawful for the Board of Trade, if it shall appear to them necessary for the Public Safety, at any Time, either before or after the Railway hereby authorized to be made shall have been completed and opened for public Traffic, to require the Company, within such Time as the said Board of Trade shall direct, and at the Expense

Expense of the Company, to carry the herein-before mentioned Road either under or over the Part of the Line of the Railway which shall be crossed thereby by means of a Bridge or Arch, in lieu of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade the best adapted for removing or diminishing the Danger arising from such level crossing.

Regulating Inclinations of certain Roads.

XXVII. That in carrying the several Roads numbered as hereinafter mentioned on the said Plans over, under, or across the Railway it shall be lawful for the Company to make the Inclination of the said Roads such as or not steeper than those herein-after mentioned; (that is to say,)

No. on Plan.	Township.	Description of Road.	Proposed Inclination.
14	Bowling.	Carriage Road.	1 in $8\frac{3}{4}$
84	Bramley.	Carriage Road.	1 in 13

Regulations as to constructing Bridges over Wellington and Tong Lane End Turnpike Road;

XXVIII. That in constructing the Railway across the *Wellington and Tong Lane End* Turnpike Road at or near the Township Boundary dividing the Townships of *Armley* and *Wortley* in the Parish of *Leeds* aforesaid, the Company shall and they are hereby required to carry the said Road over the said Railway by means of a Bridge of not less than Thirty-eight Feet in clear Width within the Fences, and the Approaches thereto shall be of no greater Inclination than the said Road now is where the said Bridge is intended to be made, and the Company shall erect good and sufficient Fences or Parapets to such Bridge of not less Height than Six Feet above the Level of the Road, so as to prevent as much as possible Accidents from Horses passing over the same.

over the Leeds and Birstal Turnpike Road;

XXIX. That in constructing the Railway across the *Leeds and Birstal* Turnpike Road in the Township of *Wortley* in the said Parish of *Leeds* the Company shall and they are hereby required to carry the said Railway across the said Turnpike Road by means of a Bridge of the same Height and Width of Span as the Stone Bridge already constructed across the said Road by the *Leeds, Dewsbury, and Manchester* Railway Company at or near the Point where the said proposed Bridge is intended to be made, and with Parapet Walls of the same Height, and also to make a good and substantial Causeway for Foot Passengers not less than Six Feet wide, including the Curbstone, under the said Bridge, and on the West Side of the said Turnpike Road.

XXX. That

over the Wakefield and Bradford Turnpike Road;

XXX. That in constructing the Railway over the *Wakefield and Bradford* Turnpike Road in the Township of *Bowling* numbered 40 on the said Plans, the Company shall and they are hereby required to carry the Railway over the said Turnpike Road by means of a Bridge having Three Openings, the centre Opening for the public Carriageway to be not less than Thirty-two Feet wide and Seventeen Feet high in the lowest Part of the said Opening, and the Side Openings for the Causeways to be not less than Six Feet wide and Twelve Feet high in the lowest Part of such Openings from the Surface of the said Turnpike Road when altered, the Level of which shall not be altered to a greater Inclination than shown by the said Sections.

and over Bowling Back Lane and Mount Street under the Dudley Hill and Killinghall Turnpike Road in Bradford.

XXXI. That in constructing the Railway over *Bowling Back Lane* and *Mount Street* and under the *Dudley Hill and Killinghall* Turnpike Road in the Township of *Bradford*, and respectively numbered 1, 29 (*a*), and 96 on the said Plans, the Company shall and they are hereby required to carry the said Railway over the said *Bowling Back Lane* by means of a Bridge Forty Feet wide between the Abutments and Twenty-two Feet high to the under Side of the Keystone of the Arch, and over the said Street called *Mount Street* by means of a Bridge of the same Width as the said Street where the same Bridge is proposed to be built, not exceeding Thirty-six Feet in Width between the Abutments and Twenty Feet high to the under Side of the Keystone of the Arch, and under the *Dudley Hill and Killinghall* Turnpike Road by means of a Bridge of such Dimensions as shall leave Thirty-six Feet in clear Width within the Parapets thereof.

Regulations as to constructing Railway over Footways in Bradford numbered 4, 21, and 33 on Plans;

XXXII. That in constructing the Railway across or over certain Footways in the Township of *Bradford* numbered respectively 4, 21, and 33 on the said Plans, the Railway shall be constructed by means of Bridges or Arches so as to leave Roadways under the said Railway not less than Ten Feet wide between the Abutments and Twelve Feet high to the under Side of the Keystone of the Arch from the Surface of the Footways respectively; provided that if the Company shall construct an Occupation Bridge so as to leave a Roadway of not less than Eighteen Feet in Width under the said Railway at the said Point numbered 21, then it shall not be incumbent on the Company to construct the said Footbridge at that Point.

and over Footway in Bradford numbered 69 (*a*) on Plans.

XXXIII. That in constructing the Railway across or over a certain Footway in the Township of *Bradford* numbered 69 (*a*) on the said Plans, the Company shall erect and construct a Footbridge so as to leave a clear Passage of not less than Six Feet in Width; provided that if the Company shall construct an Occupation Bridge so as

as to leave a Roadway of not less than Ten Feet in Width across the said Railway at or within Forty Feet of the said last-mentioned Point, then it shall not be incumbent on the Company to erect the said Foot-bridge; provided always, that the respective Roadways and the Approaches thereto shall at all Times hereafter be used and enjoyed in such and the like Manner, and subject to such and the like Rights and Privileges, as the said respective Footways for which they are to be substituted as herein-before mentioned and required are or may now be used, enjoyed, or subject to.

Council of Borough of Bradford, or Commissioners acting under 13 & 14 Vict. c. 79., authorized to execute certain Works on Lands, &c. of Company.

XXXIV. That it shall be lawful for the Council of the Borough of *Bradford*, or others the Commissioners under "The *Bradford* Improvement Act, 1850," from Time to Time to enter upon the Lands, Railway Premises, or Works of the Company, with Workmen and others, so often as Occasion shall arise, on giving Three Days previous Notice thereof in Writing to the Company, for the Purpose of making or repairing, under, over, or across the said Lands, Railway Premises, and Works, any Sewers, or of laying or repairing Water or Gas Pipes, and of executing any other public Works which have been authorized by "The *Bradford* Improvement Act, 1850," they the said Council or Commissioners doing as little Damage as may be in the Execution of the several Works herein-before specified, and making Compensation to the Company for all Damage or Injury which may be sustained by them by reason or in consequence of the Execution of such Works or any of them.

Two Bridges to be constructed in the Estate of the Rev. Godfrey Wright.

XXXV. That in carrying the Railway through or over the Estate of the Reverend *Godfrey Wright* in the Township of *Bradford* the Company shall and they are hereby required to erect and construct Two Bridges, of such Dimensions as to leave Two Roadways under the Railway of not less Width than Eighteen Feet respectively, and so that the Arch or Opening of each Bridge shall be Sixteen Feet high from the under Side thereof to the Surface of the said Roadway (the Level of such Roadway being the same as the Threshold of the House belonging to the said *Godfrey Wright*, situated in the Township of *Bradford* aforesaid, and now in the Occupation of *John Slater*), and that One of such Bridges shall be so erected at the Point where the Railway is proposed to cross the Stream in the said Township of *Bradford* numbered and marked One Mile and One Furlong on the said Plans, and that the other of the said Bridges shall be so erected at the Point where the Railway is proposed to cross the Road or Footpath in the said Township of *Bradford* numbered 21 on the said Plans.

Tolls to be taken:

XXXVI. The Company may lawfully demand and receive, in respect of the Use of the said Railway, any Rates, Tolls, and Charges

Charges not exceeding the Rates, Tolls, and Charges following; (that is to say,)

For Passengers. For every Passenger conveyed in or by any Express Train, the Sum of Twopence Halfpenny *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile:

For every Passenger conveyed in a First-class Carriage by any other Train, the Sum of Twopence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile:

For every Passenger conveyed in a Second-class Carriage by any such other Train, the Sum of One Penny Halfpenny *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile:

For every Passenger conveyed in a Third-class Carriage by any such other Train, the Sum of One Penny *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile:

For Cattle, Goods, &c. And with respect to Horses, Cattle, Carriages, and Goods, as follows:

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

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

For Calves, Pigs, Sheep, and small Animals, One Penny each *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Farthing *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 not exceeding Fourpence; and a like Sum of Twopence *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Pig Iron, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, and Salt,

Salt, and for all Coal, Slack, Cannel, Coke, Culm, and Cinders, the Sum of One Penny Halfpenny *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Farthing:

For Sheet Iron, Hoop Iron, Bar Iron, and all other similar Descriptions of Wrought Iron, Twopence *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For Sugar, Corn, and other Grain, Malt, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, Nails, Anvils, Vices, and Chains, the Sum of Twopence Halfpenny *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For Cotton and other Wools, Drugs, manufactured Goods, Manchester Packs, and Metals (except Iron), the Sum of Threepence *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, the Sum of Fourpence *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

Provided always, that with respect to all the Matters aforesaid passed over the Railway for a less Distance than Six Miles the Company may demand Toll as for Six Miles.

Tolls for propelling Power.

XXXVII. Subject to the other Provisions in this Act contained, the Tolls which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed One Halfpenny *per* Mile 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.

The maximum Rates of Charges:

XXXVIII. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers along the said Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance as aforesaid, shall not exceed the following Sums, which the said Company are hereby empowered to demand and receive; (that is to say,)

For Passengers:

For every Passenger conveyed in or by any Express Train, the Sum of Threepence *per* Mile:

For every Passenger conveyed in a First-class Carriage by any other Train, the Sum of Twopence Three Farthings *per* Mile:

For every Passenger conveyed in a Second-class Carriage by any such other Train, the Sum of Twopence *per* Mile:

For every Passenger conveyed in a Third-class Carriage by any such other Train, the Sum of One Penny Halfpenny *per* Mile:

For Cattle and Goods.

And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charge to be made by the Company for the Conveyance thereof along the Railway, including the Tolls for the Use of the Railway, and Waggons or Trucks and locomotive Power, and every Expense incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading of Goods, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, when such Services or any of them are or is performed by the Company, shall not exceed the following Sums, which the said Company are hereby empowered to demand and receive; (that is to say,)

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

For Cattle, the Sum of Twopence Farthing *per* Head *per* Mile:

For Calves, Pigs, Sheep, and small Animals, One Penny Halfpenny each *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, Fivepence *per* Mile; and a like Sum of Twopence 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:

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Pig Iron, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone, Iron Ore, and Salt, and for all Coal, Slack, Cannel, Coke, Culm, and Cinders, the Sum of Twopence *per* Ton *per* Mile:

For Sheet Iron, Hoop Iron, Bar Iron, and all other similar Descriptions of Wrought Iron, Twopence Three Farthings *per* Ton *per* Mile:

For Sugar, Corn, and other Grain, Malt, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, Nails, Anvils, Vices, and Chains, the Sum of Threepence *per* Ton *per* Mile:

For Cotton and other Wools, Drugs, manufactured Goods, Manchester Packs, and Metals (except Iron), the Sum of Threepence Halfpenny *per* Ton *per* Mile:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, the Sum of Fourpence Halfpenny *per* Ton *per* Mile:

For all Articles, Matters, and Things not herein-before specified, the Sum of Fourpence Halfpenny *per* Ton *per* Mile:

Regulations as to Tolls.

And the following Regulations shall apply to such maximum Rates and Charges:

The Company shall not be compellable to provide Waggons or Carriages for the Conveyance of Coal, Cannel, Slack, Culm, Coke, or Cinders; but where such Waggons or Carriages are not provided by the Company a Deduction of One Eighth of a Penny *per* Ton *per* Mile shall be made from the above Rates of Carriage for as many Miles as the Company shall charge the said Rates:

For a Fraction of a Mile beyond Six Miles or beyond any greater Number of Miles the Company may demand Tolls on Merchandise, Articles, Matters, or Things 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 to Passengers, every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

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

And 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.

XXXIX. With respect to small Packages, and single Articles of great Weight, notwithstanding the Rate of Tolls herein prescribed, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels on the Railway or any Part thereof, as follows:

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

For any Parcel not exceeding Fourteen Pounds in Weight, Eightpence:

For any Parcel not exceeding Twenty-eight Pounds in Weight, One Shilling and Fourpence:

For any Parcel not exceeding Fifty-six Pounds in Weight, Two Shillings:

And for any Parcel exceeding Fifty-six 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 as 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 Six Tons, the Company may demand such Sum as they think fit, not exceeding One Shilling *per* Ton *per* Mile:

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

Restriction as to Charges not to apply to special Trains.

XL. Provided always, That the Restriction as to the Charges to be made for Passengers shall not extend to any special or extra Trains that may be required to be run upon the said Railway, but shall apply only to the ordinary and express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the said Railway.

Company may take increased Charges by Agreement.

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

Passengers Luggage.

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

Power to the Company to use a Portion of the Lancashire and Yorkshire Railway.

XLIII. It shall be lawful for the said Company hereby incorporated to use and run over, with their Engines and Carriages of every Description, those Portions of the Railway of the *Lancashire and Yorkshire* Railway Company which lie between the Point of Junction therewith of the Railway hereby authorized near the North End of the *Bowling* Tunnel aforesaid and the Town of *Bradford*, and between the said Point of Junction and the Town of *Halifax* in the said Riding, and to use the Stations, Watering Places, Booking and other Offices, Warehouses, and other Conveniences of the said *Lancashire and Yorkshire* Railway Company in connexion therewith, upon such Terms and Conditions, and on Payment of such Tolls, Rates, and Charges in respect thereof, as may be agreed upon between the Company hereby incorporated and the said *Lancashire and Yorkshire* Railway Company,

or

or as in case of Difference between them shall be settled and determined by an Arbitrator to be appointed for that Purpose by the Board of Trade.

Power to the Company to use a certain Portion of the Railway belonging to the Lancashire and Yorkshire Company and the London and North-western Company.

XLIV. It shall be lawful for the Company hereby incorporated also to use and run over, with their Engines and Carriages of every Description, that Portion of the Railway belonging to the *Lancashire and Yorkshire* Railway Company and the *London and North-western* Railway Company, or One of them, which lies between the Junction therewith of the Railway hereby authorized in the Township of *Wortley* and the *Leeds* Central Railway Station, upon such Terms and Conditions, and on Payment of such Tolls, Rates, and Charges as may be agreed upon between the Company hereby incorporated and the said *Lancashire and Yorkshire* and *London and North-western* Railway Companies, or such One of them as shall be entitled to the said Portion of Railway, and competent to enter into an Agreement respecting the Use thereof, binding all other Parties, or as in case of Difference shall be settled and determined by an Arbitrator to be appointed for that Purpose by the Board of Trade.

Company empowered to use Portions of certain Railways herein mentioned.

XLV. It shall be lawful for the Company hereby incorporated to use and run over, with their Engines and Carriages of every Description, the *Leeds* Central Railway Station, or any Part thereof, and to use and occupy the Watering Places, Booking and other Offices, Warehouses, and other Conveniences connected therewith, or any of them, and also to use and run over, with their Engines and Carriages of every Description, all such Portions of the Lines of Railway from Time to Time belonging to the *Lancashire and Yorkshire*, the *London and North-western*, the *Great Northern*, and the *Leeds Northern* Railway Companies, or any of them, within or immediately connected with the said Station, as shall be reasonably required for giving to the Engines and Carriages of the Company hereby incorporated Access to the said Station, and for the Traffic of the said Company, upon such Terms and Conditions, and on Payment of such Tolls, Rates, and Charges in respect thereof, as may be agreed upon between the said Company hereby incorporated and the several Companies for the Time being interested in the said Station and other Accommodations aforesaid, and in the said Lines of Railway within or immediately connected with the same, or any of them, or to whom the same respectively shall belong; and in case of Dispute or Difference between the Company hereby incorporated and any of such other Companies as aforesaid, the Matter in dispute or difference shall be referred to an Arbitrator, to be appointed by the Board of Trade, who shall settle and determine the Manner and Extent of Accommodation to be afforded by the said Companies or any One or more of them to the Company hereby incorporated, in respect of the Use and

Disputes to be settled by Arbitration.

Occupation

Occupation of the said Station, Buildings, Lines of Railway, Works, and Conveniences, and the Tolls, Rates, and Charges, or other Consideration to be paid for such Accommodation by the Company hereby incorporated, and to whom, and how, and when the same shall be paid, and generally the Terms and Conditions on which such Accommodation shall be afforded; and the Decision of such Arbitrator shall be binding on all Parties affected thereby, and it shall be competent for such Arbitrator in and by any such Award to order and direct the said Companies, or any or either of them, to do all such Acts as may be necessary or expedient for carrying the said Arrangements into effect.

Company to allow the Lancashire and Yorkshire Railway Company to use the Railway constructed under this Act.

XLVI. That the Company by this Act incorporated shall allow the *Lancashire and Yorkshire* Railway Company, and all other Companies or Persons using the Railway belonging to such last-named Company, with Engines and Carriages, to pass over and to use the Railway by this Act authorized, or any Part of the same, and also to use all Stations, Sidings, Watering Places, and other Conveniences connected therewith, on such Terms and Conditions, and on Payment of such Tolls, Charges, Rent, or other Consideration as may be agreed upon between the Parties respectively, or failing such Agreement on such Terms and Conditions, and on Payment of such Tolls, Charges, Rent, or other Consideration as shall from Time to Time be determined by Two Referees, One to be named by each of the said Companies, or by an Umpire to be appointed by and between the said Referees in case of Difference, or if either of the Parties shall fail for a Period of Fourteen Days to appoint a Referee, or if such Referees cannot agree as to such Umpire, then by an Umpire to be appointed by the Board of Trade, on the Application of either of the said Parties; and the Decision of such Referee or Umpire respectively shall be final and binding on the Parties, and it shall not thereafter be lawful for the Company hereby incorporated to demand or levy, in respect of the Traffic passing to or from the Railway by this Act authorized, any Tolls or Charges other than such as shall be fixed by such Agreement or Arbitration, anything in this Act to the contrary thereof in anywise notwithstanding; provided always, that no such Agreement or Arbitration shall be valid or binding on either of the said Companies until the same shall have been approved by the Board of Trade.

Not less than Three Trains to be run daily between Leeds and Halifax, and vice versâ.

XLVII. That there shall be not less than Three Passenger Trains daily (*Sundays* excepted) running at convenient Hours direct from *Halifax* to *Leeds*, and the same Number of such Trains from *Leeds* to *Halifax*, and that such Trains shall be provided by the Company hereby incorporated, unless otherwise provided.

XLVIII. Pro-

Contracts, &c. as to Use of Portions of other Railways not to affect the Public.

XLVIII. Provided always, That no such Contract or Agreement as aforesaid which may be entered into by the Company hereby incorporated with the *Lancashire and Yorkshire*, the *London and North-western*, the *Great Northern*, and the *Leeds Northern* Railway Companies, or any or either of them, shall in any Manner alter, affect, increase, or diminish any of the Tolls which the respective Companies, Parties to such Contract or Agreement, shall for the Time being be respectively authorized and entitled to demand or receive from any Person or any other Company, but that all other Persons and Companies shall, notwithstanding any such Contract or Agreement, be entitled to the Use and Benefit of the before-mentioned Portions of Railway, Stations, and Works respectively, upon the same Terms and Conditions, and on Payment of the same Tolls, as they would have been in case no such Contract had been entered into.

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

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

Railway to be subject to the Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., 9 & 10 Vict. c. 57., and 14 & 15 Vict. c. 64.

L. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Tenth Year of the Reign of Her present Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the last Session, intituled *An Act to repeal the Act for constituting Commissioners of Railways:* Nothing in this Act contained shall be held to exempt the said Railway or the said Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Company so far as the same shall be applicable thereto.

Railway not exempt from Provisions of future General Acts.

LI. Nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made, or the Company, from the Provisions of any General Act relating to such Act, or 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 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 by this Act.

Expenses of Act.

LII. All the Costs, Charges, and Expenses of and attending the passing of this Act or incidental thereto shall be paid by the said Company.

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