



CHAPTER lix.

An Act for conferring further Powers on the Lancashire and Yorkshire Railway Company with relation to their undertaking; and for other purposes. A.D. 1877.
[28th June 1877.]

WHEREAS it is expedient that the Lancashire and Yorkshire Railway Company (who are herein-after referred to as "the Company") should be authorised to make and maintain the railways and works herein-after described, and to purchase and acquire additional lands for the purposes of their undertaking, and that the other powers herein-after contained should be conferred upon the Company:

And whereas it is expedient that the Company should have further time for the construction and completion of the following railways; (that is to say,)

The railway (A) between Chatburn and Hellifield, the time for the completion of which railway was extended by "The Lancashire and Yorkshire Railway Act, 1875," until the 1st day of August 1877; 24 & 35 Vict. c. clxx. 38 & 39 Vict. c. cxxv.

The Brighouse Branch, the time for the completion of which was extended by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1874," until the 1st day of August 1877, and also the deviation of the said branch railway authorised by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1873;" 29 Vict. c. lxxi. 37 & 38 Vict. c. cii. 36 & 37 Vict. c. clxxix.

The Clayton West Branch Railway, the time for the completion of which was extended by "The Lancashire and Yorkshire Railway Act, 1875," until the 1st day of August 1877: 29 Vict. c. lxxi. 38 & 39 Vict. c. cxxv.

And whereas it is expedient that the Company should be enabled to raise capital for the purposes of this Act, and also to raise additional capital for the improvement and enlargement of their railways, stations, and works, and the construction of new stations

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and sidings, and for the providing of additional rolling stock and other the general purposes of their undertaking :

And whereas by virtue of several Acts the Company have created capital stock (in which expression shares are included) and have attached to the same stock preferential or guaranteed dividends of various amounts, and it will be convenient to the holders of the said stocks that the various preference or guaranteed stocks of the Company should be consolidated into a smaller number of stocks, and it is expedient that the Company should be enabled to effect such consolidation :

And whereas by "The Lancashire and Yorkshire and London and North-western Railway Companies (Steam Vessels) Act, 1870," the Company and the London and North-western Railway Company were authorised to run steam vessels between Fleetwood and Belfast, and it is expedient that the two Companies should be empowered to acquire and hold for the purposes of the said Act and for the conduct and convenience of their traffic certain lands at Belfast herein-after mentioned :

22 & 23 Vict.
c. cx.

And whereas it is expedient that the rates, tolls, and charges which the Company are entitled to charge for the use of their railway and the conveyance of traffic thereon should be varied, and that the Company should be empowered to charge an additional sum in respect of articles or things requiring for the conveyance thereof more than one carriage or truck :

And whereas it is expedient that the other provisions herein-after contained should be made :

And whereas plans and sections showing the lines and levels of the railways and other works authorised by this Act and the lands in or through which the same are intended to be made, and plans of the lands which the Company are by this Act empowered to acquire and appropriate, and a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the said lands, have, as regards the railways, works, lands, and property in Lancashire, been deposited with the clerk of the peace for the county palatine of Lancaster, and as regards the works, lands, and property in the west riding of the county of York with the clerk of the peace for the said west riding, and those plans, sections, and books of reference are in this Act referred to as the deposited plans, sections, and books of reference respectively :

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: A.D. 1877.

1. This Act may be cited as "The Lancashire and Yorkshire Railway Act, 1877." Short title.

2. The following Acts and parts of Acts are, excepting where the same are expressly varied by this Act, incorporated with and form part of this Act; namely,
"The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;"
"The Railways Clauses Consolidation Act, 1845;" and
Parts 1 and 2 of "The Railways Clauses Act, 1863," relating respectively to the construction of a railway and to extension of time. Certain provisions of general Acts herein named incorporated.

3. Subject to the provisions of this Act, all the provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the following matters; (that is to say,) Certain provisions of 8 & 9 Vict. c. 16. extended to this Act.

- The distribution of the capital of the Company into shares;
- The transfer or transmission of shares;
- The payment of subscriptions and the means of enforcing the payment of calls;
- The forfeiture of shares for nonpayment of calls;
- The remedies of creditors of the Company against the shareholders;
- The borrowing of money by the Company on mortgage or bond;
- The conversion of borrowed money into capital;
- The consolidation of shares into stock;
- The general meetings of the Company and the exercise of the right of voting by the shareholders;
- The making of dividends;
- The giving of notices;
- The provision to be made for affording access to the special Act by all parties interested; and

Parts 1, 2, and 3 of "The Companies Clauses Act, 1863," relating respectively to the cancellation and surrender of shares, to additional capital, and to debenture stock, Also parts of 26 & 27 Vict. c. cxviii.

shall be applicable to the capital and moneys hereby authorised to be raised by shares or stock or mortgage, and to the proprietors thereof.

4. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated Interpretation of terms.

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herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; and for the purposes of this Act the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partly incorporated herewith, shall be read and have effect as if the debt or demand with respect to which the expression is used were a common simple contract debt, and not a debt or demand created by statute.

Power to
make rail-
ways, &c.
according
to deposited
plans.

5. Subject to the provisions of this Act, the Company may make and maintain, in the lines and according to the levels shown on the deposited plans and sections, the railways and works herein-after described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes; (that is to say,)

(1.) A railway (4 furlongs 2·10 chains in length) wholly situate in the township and parish of Radcliffe in Lancashire, commencing by a junction with the "Extension to Bradley Fold" railway of the Company, in a field numbered 35 upon the plans of the said railway in the said township and parish of Radcliffe deposited with the clerk of the peace for the county of Lancaster in the month of November 1871, and terminating by a junction with the East Lancashire Railway of the Company, near the bridge carrying Withins Lane over the said East Lancashire Railway:

(2.) A railway (6 furlongs 4 chains in length) wholly situate in the township of Burscough and parish of Ormskirk in Lancashire, commencing by a junction with the Skelmersdale Branch Railway of the Company, at about 880 yards, measured in an easterly direction along the said branch railway, from the junction thereof with the Liverpool, Ormskirk, and Preston line of the Company, and terminating by a junction with the said last-mentioned line of railway at a point about 572 yards, measured in a south-westerly direction along the said Liverpool, Ormskirk, and Preston line, from the bridge carrying the last-mentioned line of railway over Abbey Lane.

Railways to
form part of
Lancashire
and York-
shire Rail-
way.

6. Subject to the provisions of this Act, the railways and the works connected therewith executed under the authority of this Act shall, for the purposes of toll and all other purposes whatso-

ever, be part of the Lancashire and Yorkshire Railway, and of the undertaking of the Company.

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

Period for
completion
of railways.

8. The respective periods limited for the construction and completion of the following railways and works are hereby extended as follows; (that is to say,)

Extension
of time for
completion
of certain
railways, &c.

The Chatburn and Hellifield Railway, until the first day of August one thousand eight hundred and seventy-nine;

The Brighouse Branch and the deviation thereof herein-before mentioned, until the nineteenth day of July one thousand eight hundred and seventy-nine;

The Clayton West Branch until the first day of August one thousand eight hundred and seventy-nine.

9. If the Company fail to complete the railways which they are herein-before authorised to construct or complete within the periods respectively limited by this Act for those purposes, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the periods so limited until the railway in respect of which such default has been made is completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of such railway; and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act, or by the Solicitor of Her Majesty's Treasury, and in the same manner as the penalty provided in section 3 of "The Railway and Canal Traffic Act, 1854;" and every sum of money recovered by way of such penalty as aforesaid shall be paid, under the warrant or order of such court or judge as is specified in that section, to an account opened or to be opened in the name and with the privity of Her Majesty's Paymaster General, on behalf of the Chancery Division of the High Court of Justice, in the bank and to the credit specified in such warrant or order, and shall not be paid thereout except as herein-after provided; but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such line by unforeseen

Penalty
unless rail-
ways are
opened
within the
time limited.

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accident or circumstances beyond their control; provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application
of penalty.

10. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due notice in the "London Gazette" shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railway, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Chancery Division of the High Court of Justice may seem fit; and if no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer, in such manner as the said Division thinks fit to order, on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the said Division, if the Company is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid or transferred to such receiver, or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

Power to
widen and
improve
railway at
Accrington.

11. Subject to the provisions of this Act, the Company may, in the lines, according to the levels, and in the manner shown on the deposited plans and sections, widen and improve their railway at Accrington, and lay down additional lines of railway thereon or in connexion therewith, such widening and improvement being wholly situate in the township of Old Accrington and parish of Whalley in Lancashire, and commencing by a junction with the Company's railway at the point of crossing of King Street in Accrington by the said line of railway, and terminating by a junction with the railway of the Company at a point about 70 yards, measured in an easterly direction along the said railway, from the bridge carrying

the aforesaid line of railway over Scaitcliffe Street; and for the purposes of such widening and improvement, the Company, in addition to any other lands which they are by this Act authorised to acquire, may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited books of reference relating thereto as may be required for the purposes aforesaid, and the said widening and improvements shall for the purposes of toll and in all other respects be deemed part of the Lancashire and Yorkshire Railway.

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12. The Company, in executing the widening and improvement of the portion of railway herein-before described, may deviate from the centre lines of the works shown on the deposited plans to the extent of the limits of deviation marked on such plans respectively, and may deviate from the levels shown on the deposited sections respectively to any extent not exceeding five feet.

Power to deviate in widening and improving portion of railway.

13. With respect to the widening and improving by this Act authorised of the railway and works of the Company within the district of the Accrington Local Board of Health (herein-after referred to as "the local board"), the following provisions shall, unless otherwise agreed between the Company and the local board, be observed and have effect, and the several powers by this or any other Act conferred upon the Company shall only be exercised in accordance therewith and subject thereto; (that is to say,)

For protection of the Accrington Local Board.

- (1.) Notwithstanding the limits of deviation shown on the deposited plans, the Company shall not, under the powers of this Act, widen their railway over King Street :
- (2.) The widening of the railway authorised by this Act over Blackburn Road shall be so executed, made, and maintained by the Company as to have not less width and height over the said road than the present width and height of the bridge carrying the existing railway over the said road, and the greatest width of the railway when widened across Blackburn Road shall not exceed at that point ninety-five feet :
- (3.) For the purpose of obtaining such headway as aforesaid, the level of the roadway under the bridge shall not be lowered, or the road at each side thereof sloped in any case :
- (4.) The Company shall construct the widening of the railway hereby authorised across Blackburn Road with a parapet or inclosure of at least the same height above the level of the rails as the parapet or inclosure of the existing viaduct at the point of crossing of the said road :

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- (5.) The bridge to be constructed under this Act over Blackburn Road shall, as far as practicable, be made and maintained at all times watertight and free from droppings of water upon the street below, and shall in all other respects be kept in complete repair :
- (6.) The Company shall, at the request of the local board, erect under the railway when widened over Blackburn Road two gas lamps in such positions as having reference to the public convenience in regard to light may be agreed to by the surveyor of the local board and the engineer of the Company for the time being, and shall thereafter cause such lamps to be kept in good order and repair, and lighted during such hours as the public street lamps are lighted in the vicinity thereof in Blackburn Road :
- (7.) The Company, in the execution of the works by this Act authorised, shall as little and for as short a time as possible affect the free passage of traffic in Blackburn Road, and shall attend to all reasonable directions of the surveyor to the local board, with a view to prevent any needless injury or inconvenience to the public using that road :
- (8.) Where any of the intended works to be done by the Company under this Act shall or may pass over, under, or by the side of or so as to interfere with any sewer, drain, water-course, defence, or work under the jurisdiction or control of the local board, or shall in any way affect the sewerage or drainage of the district under the control of the local board, the Company shall not commence such works until they have given to the local board ten clear days notice in writing of their intention to commence the same by leaving such notice with the clerk to the local board at his office, together with a plan and section showing the course and inclination of such works and other necessary particulars relating thereto, and the local board shall signify their approval or disapproval of the same within ten days after the service of such plan, section, and particulars ; if the local board disapprove of the same, then any question in difference between the local board and the Company in relation thereto shall be referred to arbitration as herein-after mentioned :
- (9.) Any difference which may arise under the provisions of this Act between the Company and the local board shall be from time to time referred to and determined by an engineer to be agreed upon by the Company and the local

board, or failing such agreement by an engineer to be appointed on the application of either party by the Board of Trade, and the costs of any such reference shall be in the discretion of the arbitrator to be so appointed.

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14. Subject to the provisions of this Act, the Company may make and maintain, in the lines and according to the levels shown on the deposited plans and sections, the works herein-after described, and may exercise the powers herein-after mentioned, and may for the purposes aforesaid make such alterations in the levels of the streets, roads, and footpaths affected thereby as are shown upon the deposited plans and sections, and may stop up and appropriate the sites of such streets, roads, and footpaths as are included within the limits of the lands shown on the said plans as intended to be taken compulsorily under the powers of this Act, and which shall be so taken, and in addition to any other lands which they are by this Act authorised to acquire, may enter upon and take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes.

Additional
works of the
Company.

BOLTON STATION IMPROVEMENTS.

They may abolish so much of Bridgman Street as lies between the junction therewith of Crook Street on the west and Manchester Road on the east; and the site and soil of the said street between the points aforesaid shall be vested in the Company, and all rights of way in and over the same shall be extinguished.

They may widen and improve so much of Orlando Street as lies between Manchester Road on the east and Moncrieffe Street on the west, and may raise the level of so much of Orlando Street as lies between Manchester Road and a point in Orlando Street about 330 yards westward of Manchester Road; and the site and soil underneath Orlando Street when altered shall be vested in the Company, and the Company may form in and upon such site such and so many sidings, communications, and other conveniences as they may deem fit; and the Company may, in connexion with the said works at Orlando Street aforesaid, widen or lengthen the bridge which carries the same street over the railway sidings and property of the Company.

They may widen and improve Moncrieffe Street on the eastern side thereof between Orlando Street and Bridgman Street aforesaid, and may construct a new street in continuation of Moncrieffe Street, the said new street commencing on the northern side of Crook Street and terminating on the southern side of Trinity Street,

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They may widen or lengthen the existing bridge and arch under Trinity Street aforesaid, which carries that street over the Company's railway, or may make additional bridges or arches under the said street, or if need be may remove and rebuild the existing bridge carrying Trinity Street over the railway of the Company; and the site and soil underneath Trinity Street aforesaid when altered shall be vested in the Company, and the Company may form in and upon such site such and so many sidings, communications, and other conveniences as they may deem fit.

The said works will be situated in the township of Great Bolton in the parish and borough of Bolton-le-Moors in Lancashire.

NEW ROAD AND ABOLITION OF LEVEL CROSSING AT HEYWOOD.

The Company may construct a new road at Heywood, wholly situate in the township of Hopwood in the parish of Middleton in Lancashire, commencing in Green Lane at the junction therewith of Ebenezer Place, occupying in part the existing site of Green Lane, and being carried over the Lancashire and Yorkshire Railway, and terminating in Green Lane aforesaid at a point about 55 yards measured along the said lane from the point where Sefton Street joins Green Lane aforesaid; and when the said new road shall be completed the site and soil of so much of Green Lane aforesaid as lies between the south gate of the level crossing of Green Lane over the Company's railway and a point 44 yards measured along the said lane northward of the said gate shall be vested in the Company, and all rights of way between the points last aforesaid shall be extinguished; and the Company and the Local Board of Heywood in Lancashire may enter into and carry into effect contracts or agreements with reference to the foregoing matter or any matter incidental thereto; and the said new road shall be maintained and repaired by the said local board or the parties now liable to maintain and repair the existing road.

ALTERATION OF ROAD AT CHATBURN.

The Company may alter the levels of the public road at Chatburn in the township of Chatburn and parish of Whalley in Lancashire, leading from Chatburn to Downham, and numbered 57 in the said township on the plans deposited with the clerk of the peace for Lancashire, with respect to the Chatburn to Hellifield line of railway authorised by "The Lancashire and Yorkshire Railway

(New Works and Additional Powers) Act, 1871," such alteration A.D. 1877.
extending from about 63 yards on the westerly to about 73 yards on
the easterly side of the said line of railway, and measured respectively
along the said public road.

APPROACH ROAD AT SOWERBY BRIDGE.

The Company may construct an approach road at Sowerby Bridge, commencing in the township of Warley in the parish of Halifax, in Back Wharf Street, at a point about 60 yards eastward of its commencement in Wharf Street, crossing the river Calder, and terminating in the township of Norland in the said parish of Halifax, at or near the western end of the Company's passenger station at Sowerby Bridge. The said new approach road will be situate in the west riding of Yorkshire.

NEW ROAD AND LANDS AT WAKEFIELD.

The Company may make a new road in the township, parish, and borough of Wakefield in the west riding of Yorkshire, such new road commencing in Kirkgate, on the south side of the viaduct carrying the railway of the Company over the public road leading from Kirkgate to the grain warehouse at the Wakefield Station of the Company, and terminating in the said public road at about 70 yards east of Kirkgate aforesaid; and the Company may, when the said new road shall be completed, stop up and appropriate to their own purposes the site and soil of so much of the said public road as lies between the point where it joins Kirkgate aforesaid and the southern side of the before-mentioned viaduct, and all rights of way in and over the same shall be extinguished, and the said new road shall when completed be maintained and repaired by the mayor, aldermen, and burgesses of the borough of Wakefield (hereinafter called "the corporation") or the parties now liable to maintain and repair the existing road; and for the purposes of their undertaking the Company may enter upon, purchase, take, and hold the lands, buildings, and property in the said township, parish, and borough shown on the deposited plans and described in the deposited books of reference, and bounded on the west by Kirkgate aforesaid, on the south by the railway of the Company, and on the east by Monk Street, and the Company may extinguish all rights of way (if any) in and over the said lands when so acquired by them.

And the Company and the corporation may from time to time enter into and carry into effect contracts and agreements with respect to the foregoing matters or any of them, or any matter incidental thereto.

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NEW ROAD AND LANDS AT TODMORDEN.

The Company may make and substitute a new road wholly situate in the township of Stansfield in the parish of Halifax in the west riding of Yorkshire, commencing by a junction with the road leading from Stansfield Mill to Stansfield Hall, at a point about 100 yards, measured in a northerly direction, from the southern end of the said road crossing the Company's railway, and terminating at a point about 135 yards, measured in a northerly direction along the said road, from the centre of the level crossing thereof over the Company's railway, and all rights of way over the existing road between the point herein-before described as the commencement of the new road and the northern boundary of the Company's land, and especially the level crossing over the railway of the Company by means of the existing road, shall upon the completion of the new road be extinguished; and the said new road shall, when completed, be maintained and repaired by the parties now liable to maintain and repair the existing road; and the Company may enter upon, purchase, take, and hold certain lands at Mill Wood near Todmorden, in the said township of Stansfield, bounded on the north by the Company's railway, on the south by the turnpike road leading from Todmorden to Halifax, on the east by a public road leading from Mill Wood to Cross Stones, and on the west by the mill goit in connexion with Stansfield Mill.

Power to deviate in construction of roads.

15. The Company in constructing the new roads and alteration of roads and streets herein-before authorised may deviate from the centre lines shown on the deposited plans to the extent of the limits of deviation marked on such plans respectively, but so, nevertheless, that no part of such deviation be constructed beyond the said limits, and may deviate from the levels shown on the deposited sections to any extent not exceeding five feet, but not so as to increase the rate of inclination as shown on the deposited sections of any new road or street.

As to reservoirs on land required for Radcliffe connecting line.

16. The Company shall not, except for the purpose of providing new or an extension of the existing reservoirs, interfere under the powers of this Act with the reservoirs situate in land numbered on the deposited plan 18, in the township and parish of Radcliffe, until they shall have provided an extension of the present or a new reservoir or reservoirs at the same level; and, whether such reservoir or reservoirs be made new or the existing reservoir or reservoirs enlarged, the same, when completed, are to be of equal size or capacity with the reservoirs now existing in such land, the Company

leaving or making appliances equally efficient as those already existing for storing water therein and delivering water therefrom, and shall in case any existing connexion be severed, connect the same with the drain or watercourse carrying the water into or through the reservoirs in such land and the drain or watercourse conveying the water from such reservoirs to the works of the East Lancashire Paper Mill Company, Limited, and the Radcliffe Printing Company, Limited. A.D. 1877.

The Company shall not, in diverting or otherwise in the exercise of the powers of this Act affecting any of the brooks, streams, or rivulets of water at present flowing towards or unto the works of the East Lancashire Paper Mill Company, Limited, and the Radcliffe Printing Company, Limited, except temporarily, diminish, obstruct, or interrupt the free flow of the water of the said brooks, streams, or rivulets respectively.

17. In the construction within the borough of Bolton of the Bolton Station improvements by this Act authorised, the following provisions shall have effect, unless otherwise agreed between the mayor, aldermen, and burgesses of the borough of Bolton (hereinafter called the corporation) and the Company; (that is to say,)

For the protection of the Corporation of Bolton.

The Company shall not abolish the portion of Bridgman Street lying between Crook Street and Manchester Road until they shall have completed to the reasonable satisfaction of the corporation the whole of the works by this Act authorised in Orlando Street, Moncrieffe Street, and Trinity Street, and the said new street to be by them constructed in continuation of Moncrieffe Street, nor until all such streets shall have been opened for public use.

The Company shall so widen Orlando Street between Manchester Road and Moncrieffe Street, and Moncrieffe Street between Orlando Street and Crook Street, as to make those streets respectively not less than forty-five feet wide throughout. The present general line and direction of Orlando Street not to be altered without the consent of the corporation. The Company shall erect on the east side of Moncrieffe Street, when so widened, a sufficient fence of not less than seven feet in height, and on the widened portion of Orlando Street the Company shall erect a parapet wall of not less height than the existing parapet wall.

The gradient of Orlando Street shall be uniform from the present junction of that street with Manchester Road to the surface of the present roadway at the eastern side of the bridge, when extended, carrying that street over the railway.

The said new street in continuation of Moncrieffe Street aforesaid shall be constructed not less than forty-five feet wide throughout,

A.D. 1877. and in such line and direction as the corporation shall reasonably approve. The Company shall erect on the east side of the said new street a sufficient fence of not less than seven feet in height.

The bridge to carry Trinity Street over the railway shall be so constructed as not to increase the rate of inclination shown on a copy of the deposited sections relating to the said street signed by Jonas Proctor, engineer of the corporation, and Sturges Meek, engineer of the Company.

The Company may during the period reasonably required for the construction of this bridge stop up the whole or any part of Trinity Street.

The Company shall not, without the consent of the corporation under their common seal, permanently stop up or appropriate any part of the existing surface of Orlando Street, Moncrieffe Street, or Trinity Street, or of the existing footway between Crook Street and Trinity Street.

The portions of the site and soil under Orlando Street, Moncrieffe Street, and under the new street, and under Trinity Street, which shall vest in the Company under the powers of this Act shall be limited to the widened portion of Moncrieffe Street, and to the portions of the other streets before mentioned under which the Company shall at any time construct railway works or provide additional lines of rail or station accommodation.

The Company shall make good any disturbance of the surface of any of the said streets which may arise by reason of the failure of their works.

The foundations and drainage of the streets to be widened, and of the said new street and Trinity Street where altered, shall be constructed, and the surfaces thereof respectively shall be formed, paved, flagged, channelled, and completed to the reasonable satisfaction of the corporation.

After Orlando Street and Moncrieffe Street aforesaid have been widened, and Trinity Street altered, and the new street in continuation of Moncrieffe Street constructed, the same shall respectively be repaired and maintained by the corporation, except those parts forming the surface of the streets over the bridges.

The provisions of sections 18 to 23, both inclusive, of "The Railways Clauses Consolidation Act, 1845," shall for the purposes of this Act extend and apply to alteration of gas and water pipes belonging to the corporation, and whenever in those sections the expression "society" or "company" is used in relation to a gas or water company, that expression shall for the purposes of this section be deemed to include the corporation.

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Whenever in the execution of the powers of this Act it shall be necessary to alter or interfere with or disturb any existing or make any new sewers or drains, such alteration, interference, or disturbance shall be carried out and such new sewers and drains shall be constructed by and at the cost in all respects of the Company, but under the superintendence and to the reasonable satisfaction of the corporation.

The Company and the corporation may from time to time enter into and carry into effect agreements for the execution by the corporation of any works by this section to be executed, and for the acquisition of any lands therefor, and for any variation in the said works, or in the mode of executing the same.

If any difference arise between the Company and the corporation with respect to anything to be done or not to be done by the company or the corporation, such difference shall be settled by an engineer to be appointed by the corporation and the Company, or if they cannot agree, then by an engineer to be appointed as umpire by the Board of Trade under the provisions of "The Railways Clauses Consolidation Act, 1845."

18. With respect to the taking of any portion of the burial ground of Holy Trinity Church in the parish of Bolton, or of the yard and outbuildings of the Day and Sunday Schools in connexion therewith, the following provisions shall have effect; (that is to say,)

For the protection of the burial ground and school premises in connexion with Holy Trinity Church, Bolton.

In making the Bolton Station improvements the Company shall not take or be required to take any greater portion of the burial ground of Holy Trinity Church, or of the yard and outbuildings of the Day and Sunday Schools in connexion with that church, in the parish of Bolton-le-Moors, and numbered respectively 9 and 8 on the deposited plans, than that coloured red on a plan signed in duplicate by the Reverend Henry Haworth, the vicar of the said church, and by Sturges Meek, the engineer of the Company, and the Company shall, to the reasonable satisfaction of the said vicar, erect a wall with an iron railing thereon where required, so as effectually to fence off the portion of the burial ground and school yard not taken by the Company from the new street to be made by them under the powers of this Act in continuation of Moncrieffe Street.

If the Company shall enter upon and take for the purposes or under the powers of this Act the said portion of the burial ground in connexion with the said church, and shall remove any remains now buried therein, they shall observe and obey such precautions and directions for the protection of the men employed and the preservation of decency as the Secretary of State for the Home

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For the protection of the Corporation of Wakefield.

19. For the protection of the mayor, aldermen, and burgesses of the borough of Wakefield (in this section called the corporation), the following provisions shall have effect; (that is to say,)

The Company may make a new road in the township, parish, and borough of Wakefield in the west riding of Yorkshire, such new road commencing in Kirkgate, on the south side of the viaduct carrying the railway of the Company over the public road leading from Kirkgate to the grain warehouse at the Wakefield Station of the Company, and terminating in the said public road at about 70 yards east of Kirkgate aforesaid; and the Company may, when the said new road shall have been sewered, levelled, paved, flagged, channelled, and completed to the reasonable satisfaction of the surveyor for the time being to the corporation, stop up and appropriate to their own purposes the site and soil of so much of the said public road as lies between the point where it joins Kirkgate aforesaid and the southern side of the before-mentioned viaduct, and all rights of way in and over the same shall be extinguished, and the said new road shall, when completed, be maintained and repaired by the corporation; and for the purposes of their undertaking the Company may enter upon, purchase, take, and hold the lands, buildings, and property in the said township, parish, and borough shown on the deposited plans and described in the deposited books of reference, and bounded on the west by Kirkgate aforesaid, on the south by the railway of the Company, and on the east by Monk Street, and the Company may extinguish all rights of way (if any) in and over the said lands.

Company not to appropriate certain streets at Wakefield.

The Company shall not take, use, or appropriate for the purposes of their undertaking any portion of Monk Street or Kirkgate within the township of Wakefield, or interfere with either of those streets except temporarily during the construction and formation of the said new road.

Footpath from Kirkgate to Monk Street, Wakefield.

Before the Company shall appropriate for the purposes of this Act the road and footpath numbered 2 on that part of the deposited plans which relates to the parish of Wakefield, they shall in lieu thereof provide for the use of the public and to the reasonable satisfaction of the corporation, a footpath through the lands on the north side of the railway of the Company leading from Kirkgate to the Wake

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field Railway Station not less than nine feet in width, so as to form a communication for foot passengers between Kirkgate and Monk Street in Wakefield aforesaid; and the 23rd section of "The Lancashire and Yorkshire Railway (Ripponden Branch Extension, &c.) Act, 1870," shall be and is hereby repealed.

20. Notwithstanding anything in this Act contained, it shall not be lawful for the Company, except with the consent in writing of the undertakers of the Navigation of the Rivers Aire and Calder in the county of York, to enter upon, take, or use any of the lands delineated on the deposited plans belonging to or held in trust for the said undertakers, excepting so much of the land so delineated on the deposited plans, and numbered thereon 23 in the township parish, and borough of Wakefield, and situate at the north-western corner of the land so numbered, as shall be necessary to enable the Company to make the new road in the borough of Wakefield hereinbefore described of the clear width of 10 yards (exclusive of the fence wall), measured from the south side face of the Company's viaduct as now existing.

For protec-
tion of Aire
and Calder
Navigation.

21. The powers of the Company to construct the new road and acquire lands at Todmorden shall be subject to the following restrictions; viz.,

Restriction
of powers
relating to
new road
and lands at
Todmorden.

- (1.) When the Company shall take, enter upon, and use any part of the lands, buildings, or property authorised to be acquired at Todmorden shown on a sheet of the deposited plans relating to "new road and lands at Todmorden," signed in duplicate by Myles William O'Reilly, Esquire, a Member of the House of Commons, and coloured pink thereon, and lying on the south side of the railway of the Company, the Company shall be bound to purchase and take the whole of the lands, buildings, and property coloured pink on such plan:
- (2.) The Company shall not be authorised to acquire the lands, buildings, and property on the south side of the Company's railway and property left uncoloured, nor the footpath of the turnpike road numbered 1 on the said plan, nor the lands numbered 15 and 16 on such plan, situate on the north side of the railway and property of the Company:
- (3.) Notwithstanding anything shown on the deposited plan, the Company shall not stop up that portion of Hall Royd Lane which lies between the northern boundary of the railway and property of the Company and the point marked C on the said plan, being the termination of the intended new

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road, and coloured blue on the sheet of the plan herein-before referred to :

- (4.) When the Company acquire the land coloured pink on the plan herein-before referred to they shall preserve and continue the existing culverts under the railway, and the pipes and drains across the land coloured pink by which water, drainage, and sewage is now conveyed from the lands belonging or reputed to belong to Mr. William Sutcliffe on the north side of the Company's railway and property, and from lands on the north side of the Company's railway, being part of the Stansfield Hall estate, and situate within the limits of the lands delineated on the said plan as boundary of lands proposed to be acquired for domestic and manufacturing, drainage and sewage purposes, or reconstruct the said culverts, pipes, or drains, or lay down at convenient levels culverts, pipes, or drains across the said land coloured pink, in substitution for the pipes or drains now existing in the said land coloured pink, as may be necessary to preserve and continue the flow of the said water, or the said drainage and sewage, and to fully and effectually secure to the said William Sutcliffe, his heirs or assigns or sequels in title, the use and enjoyment of the said waters to the full extent to which he or they could or might but for the exercise by the Company of the powers of this Act have used and enjoyed the same, and for efficiently and effectually carrying off the said drainage and sewage :
- (5.) If and when the Todmorden Local Board shall make or construct a main sewer or drain along the said turnpike road or land adjoining thereto, or shall adapt or utilize the existing main sewer on the lands on the southern side of that road, the Company shall make and maintain in a direct line to the boundary of the said land coloured pink a proper and sufficient barrel arch or drain from and of the same dimensions as the existing arch or drain now passing under the railway of the Company from the said land of the said William Sutcliffe on the north side of that railway :
- (6.) The whole of the said works, so far as they exist under the railway of the Company or the said land coloured pink, or are to be constructed thereunder respectively, shall be constructed and maintained at the expense of the Company :
- (7.) If any difference shall arise between the said William Sutcliffe, or his heirs or assigns or sequels in title, and the

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Company with reference to the efficiency or mode of construction of any of the works herein-before provided for for the protection of William Sutcliffe, the same shall be referred to and determined by an engineer to be agreed upon between the parties, or in default of agreement to be appointed on the application of either party by the President for the time being of the Institution of Civil Engineers.

22. Subject to the provisions of this Act, the Company, in addition to the other lands which they are by this Act authorised to acquire, may enter upon and take compulsorily for the purposes of their undertaking the lands herein-after described, which are delineated upon the deposited plans and described in the deposited books of reference; (that is to say,)

Power to purchase additional lands.

Certain lands in the township of Entwistle in the parish of Bolton-le-Moors in Lancashire, abutting upon the Company's passenger station at Entwistle;

Certain lands at Prestwich in the township of Prestwich in the parish of Prestwich-cum-Oldham in Lancashire, bounded on the south by Poppythorn Lane;

Certain lands at Church in the township of Oswaldtwistle in the parish of Whalley in Lancashire, adjacent to the viaduct carrying the railway of the Company over the road leading to the Foxhill Bank Print Works;

Certain lands at Heywood in the township of Hopwood in the parish of Middleton in Lancashire, lying between the Lancashire and Yorkshire Railway and the works and premises of the Lancashire and Yorkshire Waggon Company (Limited); and certain other lands in the same township and parish adjoining the stores depôt of the Company near their Castleton Station.

23. The Company and the London and North-western Railway Company jointly may acquire by agreement and hold certain lands at Belfast in the parish of Shankhill in the county of Antrim abutting upon Donegal Quay and Albert Square, and certain other lands in the same parish abutting upon Macaulay Street.

Acquisition of lands at Belfast.

24. Persons empowered by "The Lands Clauses Consolidation Act, 1845," to sell and convey or release lands, may, if they think fit, subject to the provisions of that Act, and of "The Lands Clauses Consolidation Acts Amendment Act, 1860," and of this Act, grant to the Company any easement, right, or privilege required for the purposes of this Act, or any of the purposes of their undertaking,

Power to take easements, &c. by agreement.

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in, over, or affecting any such lands, and the provisions of the last-mentioned Acts with respect to lands and rentcharges, as far as the same are applicable in this behalf, shall extend and apply to such grants and to such easements, rights, or privileges as aforesaid.

Powers for compulsory purchases limited.

25. The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Land for extraordinary purposes.

26. The quantity of land to be taken by the Company under the powers of this Act by agreement in connexion with their undertaking for the extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed five acres.

Owner may be required to sell parts only of certain lands and buildings.

27. And whereas in the construction of the railways and works hereby authorised, or otherwise in exercise of the powers of this Act, it may happen that portions only of the lands, buildings, or manufactories shown on the deposited plans may be sufficient for the purposes of the same, and that such portions may be severed from the remainder of the said properties without material detriment thereto: Therefore, notwithstanding section 92 of "The Lands Clauses Consolidation Act, 1845," the owners of and persons interested in the lands, buildings, or manufactories described in the schedule to this Act, and whereof parts only are required for the purposes of this Act, may, if such portions can in the opinion of the jury, arbitrators, or other authority to whom the question of disputed compensation shall be submitted, be severed from the remainder of such properties without material detriment thereto, be required to sell and convey to the Company the portions only of the premises so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof, the Company paying for the portions required by them, and making compensation for any damage sustained by the owners thereof or other parties interested therein by severance or otherwise.

For protection of Post Office telegraphs.

28. If in the execution of the works by this Act authorised the Company desire to alter, remove, or otherwise interfere with any telegraph poles, wires, or telegraph apparatus belonging to Her Majesty's Postmaster General, and not situate upon the Company's railway or works connected therewith, the following provisions for the protection of Post Office telegraphs shall apply; (that is to say,)

Notice to be given before interfering with telegraphs.

Before the Company alter, remove, or interfere with any such telegraph poles, wires, or telegraph apparatus, the Company shall give to the Postmaster General one calendar month's previous notice

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in writing of such intended alteration, removal, or other interference, specifying all requisite and proper particulars relating thereto, and if the Postmaster General shall, before the expiration of one calendar month after the service upon him of the said notice from the Company, give the Company notice of his intention so to do, he may execute at the cost of the Company and thereafter at his own expense maintain the works specified in the Company's notice, and such other works, substituted wires, and conveniences as may be reasonably required for making good the telegraph poles, wires, or telegraph apparatus so required to be altered, removed, or interfered with, using all due despatch in the execution thereof, and not interfering with or obstructing the use of the railway. If at the expiration of one calendar month the Postmaster General shall not have commenced such works, then such alteration, removal, or interference may be carried out by the Company, but so as to cause no impediment or obstruction whatsoever to the due transmission of messages along such wires, or, at the option of the Postmaster General, along substituted wires to be provided by the Company at their own expense, to the satisfaction in all respects of the Postmaster General.

Subject to the provisions of this section, the Company shall from time to time make full compensation to Her Majesty's Postmaster General for any expense, loss, or damage which he is put to or sustains by reason of any such alteration, removal, or other interference with any telegraph post, wire, apparatus, or work of the Postmaster General causing any interruption of or impediment to postal telegraphic communication; and the Company shall, in addition to making compensation as aforesaid, be liable to forfeit a sum not exceeding twenty pounds for every twenty-four hours during which that interruption or impediment continues. The amount of any such expense, loss, damage, or forfeiture shall be a debt due from the Company to the Crown, and be recoverable accordingly, with costs, or the same may be recovered with costs on behalf of the Postmaster General as a penalty is recoverable from the Company.

Compensation by Company to Postmaster General, and penalty.

Nothing in this Act relating to Her Majesty's Postmaster General shall take away, abridge, or prejudicially affect any right, power, estate, or interest of the Postmaster General or of the Company under or by virtue of "The Telegraph Act, 1868," or any agreement between the Company and the Postmaster General.

Saving for Telegraph Act and agreements.

29. With respect to consignments of articles of great weight or length, the Company may for the carriage of any single consignment of timber, stone, machinery, or other single article which on

Charges for conveyance of certain articles.

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Power to raise additional capital.

30. The Company from time to time may for the purposes of this Act, and for the general purposes of their undertaking, raise by the creation and issue of shares or stock such sums of money as they shall think necessary, not exceeding six hundred thousand pounds, exclusive of the moneys which they are or may be authorised to raise by any other Act or Acts of Parliament, and the Company may create and issue such shares or stock either wholly or partly as ordinary, or wholly or partly as preferential shares or stock, as they may think fit.

Shares not to issue until one-fifth part paid up.

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

Qualifications of new shares or stock.

32. Except as by or under the powers of this Act otherwise provided, the new shares or stock issued under the powers of this Act shall, in proportion to the aggregate amount thereof from time to time held by the same person at the same time, entitle the respective holders thereof to the same dividends and profits, and confer on them the like qualifications and the like right of voting, as the like amount of existing ordinary shares or stock of the Company.

Power to raise capital under any other Act and this Act by new shares or stock of one class.

33. Subject to the provisions of any Act already passed by which the Company are authorised to raise capital by new shares or stock, and to the provisions of this Act, and any other Act passed in the present session of Parliament, whether before or after the passing of this Act, by which the Company may be authorised to raise capital by new shares or stock, the Company, if they think fit, may raise by the creation and issue of new shares or stock of one and the same class all or any part of the aggregate capital which they are by such other Act and this Act respectively authorised to raise by the creation and issue of new shares or stock.

Power to borrow on mortgage.

34. The Company may from time to time borrow on mortgage additional sums not exceeding in the whole two hundred thousand pounds in respect of the additional capital of six hundred thousand pounds by this Act authorised to be raised: Provided that in respect of every one hundred thousand pounds of such additional capital issued and accepted, and one half whereof shall have been paid up,

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the Company may borrow a sum or sums not exceeding in the whole thirty-three thousand pounds; but no part of any of the before-mentioned sums of thirty-three thousand pounds shall be borrowed until shares for so much of the said portion of the additional capital as is to be raised by means of shares are issued and accepted, and one half of such capital is paid up, and the Company have proved to the justice who is to certify under the fortieth section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that shares for the whole of such portion of additional capital have been issued and accepted, and that one half of such portion has been paid up, and that not less than one-fifth part of the amount of each separate share in such portion of capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and until stock for one half of so much of the said additional capital as is to be raised by means of stock is fully paid up, and the Company have proved to such justice as aforesaid, before he so certifies, that such shares or stock, as the case may be, were issued and accepted and paid up bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, successors, or assigns, and also if the said capital is raised by shares that such persons or corporations, or their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which certificate shall be sufficient evidence thereof.

35. The mortgages and bonds granted by the Company in pursuance of the powers of any Act of Parliament before the passing of this Act, and subsisting at the time of the passing of this Act, shall, during the continuance of such mortgages and bonds, but subject to the provisions of the Acts under which such mortgages and bonds were respectively granted, have priority over any mortgages granted by virtue of this Act, and nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Former mortgages and bonds to have priority.

36. The Company may apply to the purposes of this Act any of the moneys which they now have in their hands, or which they have power to raise by virtue of any Acts relating to the Company, and which may not be required for the purposes to which they are by any such Acts made specially applicable.

Power to apply corporate funds to purposes of Act.

37. The Company may create and issue debenture stock, subject to the provisions of Part III. of "The Companies Clauses Act,

Debenture stock.

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1863 ;” but, notwithstanding anything therein contained, the interest of all debenture stock at any time after the passing of this Act created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time after the passing of this Act granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Application
of moneys.

38. All moneys raised by the Company under this Act, whether by shares, stock, debenture stock, or borrowing, shall be applied for the purposes of this Act, and for the general purposes of the Company.

Receipt
clause in
case of per-
sons not sui
juris.

39. If any money is payable to a holder of shares or stock in the Company being a minor, idiot, or lunatic, the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Providing
for consoli-
dation of
guaranteed
and prefer-
ence stocks.

40. The directors of the Company may from time to time prepare a scheme or schemes for the consolidation of the guaranteed stocks, and of the preferential stocks of any description of the Company, or of any part of such stocks, and in case of the withdrawal or rejection or partial rejection of any such scheme otherwise than by the disapproval of the proprietors of the Company, they may prepare other or modified schemes in lieu thereof, and the following provisions shall apply to any such scheme :

Circulation
of scheme.

(1.) The directors shall send a copy of the said scheme to all the proprietors of the stocks to which the scheme relates, and the said scheme shall be accompanied with a notice that the same will be submitted to the consideration of a meeting of the proprietors of the said stocks :

Meetings of
proprietors.

(2.) Not sooner than one month nor later than two months after the circulation of such scheme, the directors shall convene a meeting of all such proprietors and submit the said scheme for their consideration, and at such meeting, if the proprietors present in person or by proxy holding one fourth in value of the stock represented at such meeting shall object to the said scheme, the same shall not be carried into effect, and if not so objected to the scheme shall be declared to be approved :

Concurrence
of Company.

(3.) The scheme so approved shall be submitted by the directors to an extraordinary general meeting of the Company specially convened with notice of the matter, and if the scheme is approved by a majority of the votes of the proprietors present thereat in person or by proxy it shall be

carried into effect by the directors, but if it is disapproved of by such majority it shall not be proceeded with :

(4.) The directors may create new stock and attach to the same guaranteed or preferential dividends not exceeding in aggregate amount the dividends secured upon the stock consolidated: Provided that the amount of guaranteed stock shall not be so increased as to increase the proportion which the present amount of that stock bears to the present amount of preference stock :

(5.) They may call in and cancel the certificates for the stock so consolidated, and issue fresh certificates for the new or substituted stock :

(6.) They may receive or pay, as the case may be, sums of money on account of any excess or deficiency in any aggregate amount of ten pounds or multiple of ten pounds.

41. Any guaranteed or preference stock created under the foregoing powers of this Act shall be held upon the same trust (if any), and shall entitle the holders thereof to the same rights and privileges with respect to voting and otherwise, as the stock for which it is substituted. Consolidated preference stock subject to trusts.

42. Any capital which the Company may have power to create in shares or stock by virtue of this Act, or of any other Acts passed in the present session of Parliament, may be comprised in any scheme for the consolidation of the said stocks. New capital may be comprised in the scheme.

43. And whereas the dividends payable on certain of the stocks proposed to be consolidated by the said scheme are payable only out of the profits of each year, and the dividends on other stocks of the Company proposed to be consolidated are not limited to the profits of each year: Be it enacted, that nothing in the said scheme or in this Act shall enable the Company to consolidate any stocks the dividends of which are limited as aforesaid with stocks on which the dividends are not so limited, or shall affect the rights of the holders of any such last-mentioned stocks, or the holders of any stocks to be created instead thereof, to be paid thereon out of the profits of any subsequent year the annual dividends attaching to such stocks which shall not have been paid in any previous year. Saving existing rights to arrears of dividend.

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

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

45. The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum which, by any standing order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Railways
not exempt
from pro-
visions of
present
and future
general Acts.

46. Nothing in this Act contained shall exempt the Company or the railways from the provisions of any general Act relating to railways, or the better and more impartial audit of the accounts of railway companies, now in force or which may hereafter pass during this or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the maximum rates of fares and charges or of the rates for small parcels.

Expenses of
Act.

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

SCHEDULE.

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Describing Lands, Buildings, and Manufactories, of which portions
only may be required.

Township or Parish.	Numbers on deposited Plans.
CONNECTING LINE NEAR RADCLIFFE.	
Radcliffe - - - - -	18, 19, 20.
WIDENING OF LINE AT ACCRINGTON.	
Old Accrington - - - - -	8, 9, 10.
BOLTON STATION IMPROVEMENTS (NEW ROAD IN CONTINUATION OF MONCRIEFFE STREET).	
Great Bolton - - - - -	8, 9.
NEW ROAD AND ABOLITION OF LEVEL CROSSING AT HEYWOOD.	
Hopwood - - - - -	4, 5, 6, 7, 8.
ADDITIONAL LANDS AT PRESTWICH.	
Prestwich - - - - -	1.
ADDITIONAL LANDS AT CHURCH.	
Oswaldtwistle - - - - -	2.
ADDITIONAL LANDS AT HEYWOOD.	
Hopwood - - - - -	25.

