



CHAPTER lxxxi.

An Act to authorise the East and West Yorkshire Union Railways Company to abandon certain of their authorised railways and to construct other railways in substitution therefor and to execute further works and to extend the time for the compulsory purchase of lands for and for the completion of their unabandoned railways; and for other purposes.

A.D. 1886.

[25th June 1886.]

WHEREAS by the East and West Yorkshire Union Railways Act 1883 (in this Act called "the Act of 1883") the East and West Yorkshire Union Railways Company (in this Act called "the Company") were incorporated for the purpose of making and maintaining railways in the west riding of the county of York with a share capital of one million two hundred thousand pounds and with power to borrow not exceeding in the whole four hundred thousand pounds:

And whereas the Company have not raised any of their authorised share capital or commenced the construction of any of their authorised works:

And whereas by section 17 of the Act of 1883 it was provided that the Great Northern Railway Company might at any time before the first day of September one thousand eight hundred and eighty-three give notice in writing to the Company that they desired that the junctions by the said Act authorised with the Great Northern Railway should be diverted from the points shown on the deposited plans referred to in the said Act and should be effected at points to be designated in the said notice and shown on a plan accompanying the same and that if the Company objected to the said points so designated it should be referred to an engineer to be appointed as therein mentioned to determine at what points the said junctions or either of them should be made and that the Company should make the junctions at the points so indicated or determined as the case may be if they could lawfully do so And that if it should be

A.D. 1886. — necessary to obtain statutory authority for such diversions the Company should apply to Parliament for the same :

And whereas the Great Northern Railway Company gave to the Company the notice referred to in the said section 17 of the Act of 1883 and the two companies have since arranged as to the points at which the junctions between their railways should be made and in order to give effect to such arrangement it is expedient that the Company be authorised to abandon and relinquish the construction of the Railways No. 1A No. 1B and No. 3 authorised by the Act of 1883 and of the portion of Railway No. 1 authorised by that Act herein-after in that behalf mentioned and to make and maintain in lieu thereof the Railways No. 1c No. 1d and No. 1e authorised by this Act (and herein-after referred to as "the substituted railways"):

And whereas it is expedient that the Company be authorised to make and maintain the new junction railway herein-after described between the Railways No. 1 and No. 5 authorised by the Act of 1883 :

And whereas it is expedient that the Company be authorised to alter the levels of part of the Railway No. 5 authorised by the Act of 1883 and in connexion with such alteration of levels to amend the provisions of section 15 of the Act of 1883 (for the protection of the corporation of Leeds) :

And whereas it is expedient that the periods respectively limited by the Act of 1883 for the compulsory purchase of lands for and for the completion of such and such parts of the railways authorised by that Act as are not by this Act required to be abandoned be extended :

And whereas it is expedient that for the purposes of this Act the Company be authorised to apply the moneys which by the Act of 1883 they are authorised to raise by shares stock or debenture stock or by borrowing on mortgage :

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

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

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. 1886.

1. This Act may be cited as the East and West Yorkshire Union Railways Act 1886. Short title.

2. The Lands Clauses Consolidation Acts 1845 1860 and 1869 as amended by the Lands Clauses (Umpire) Act 1883 the Railways Clauses Consolidation Act 1845 and Part I. (relating to construction of a railway) of the Railways Clauses Act 1863 are (except where expressly varied by this Act) incorporated with and form part of this Act. Incorporation of Acts.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction and for the purposes of this Act the expressions “the plans of 1883” and “the sections of 1883” mean the plans or as the case may be the sections deposited for and referred to in the Act of 1883 and the expression “superior courts” or “court of competent jurisdiction” or any other like expression in this Act or any Act wholly or partially incorporated herewith shall be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt and not a debt or demand created by statute. Interpretation.

4. The Company may and shall abandon and relinquish the construction of the Railways No. 1A No. 1B and No. 3 authorised by the Act of 1883 and of so much of the Railway No. 1 authorised by that Act as lies between its authorised point of commencement and the point herein-after described as the termination of the substituted Railway No. 1c authorised by this Act. Company to abandon certain railways authorised by Act of 1883.

5. The abandonment by the Company under the authority of this Act of the said railways and portion of railway shall not prejudice or affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Company on such land for the purpose of surveying and taking levels or probing or boring to ascertain the nature of the soil or setting out the works and shall not prejudice or affect the right of the owner or occupier of any land which has been temporarily occupied by the Company to receive compensation for such temporary occupation or for any loss damage or injury which may have been sustained by such owner or occupier by reason thereof or of the exercise as regards such land of any of the powers contained in the Railways Clauses Consolidation Act 1845 or the Act of 1883. Compensation for damage to land by entry &c. for purposes of works abandoned

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Compensation to be made in respect of works abandoned.

6. Where before the passing of this Act any contract has been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to any portions of the railways authorised to be abandoned by this Act the Company shall be released from all liability to purchase or to complete the purchase of any such lands but notwithstanding full compensation shall be made by the Company to the owners and occupiers or other persons interested in such lands for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice and the amount and application of the compensation shall be determined in manner provided by the Lands Clauses Consolidation Act 1845 as amended by any subsequent Act for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Power to make works.

7. Subject to the provisions of this Act the Company may make and maintain in the lines or situations and according to the levels respectively shown on the deposited plans and sections the railways and works herein-after described with all necessary and proper bridges viaducts rails sidings tunnels junctions turntables stations approaches bridges roads buildings yards machinery and other works buildings and conveniences connected therewith and may enter upon take and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for those purposes. The railways and works herein-before referred to and authorised by this Act will be situate in the west riding of the county of York and are—

A.—SUBSTITUTED RAILWAYS 1c 1d AND 1e.

- (1.) A Railway No. 1c one mile or thereabouts in length commencing in the township of Stanley-cum-Wrenthorpe in the parish of Wakefield by a junction with the Great Northern Railway at a point about eleven chains measured in a northerly direction from the signal box at Lofthouse North Junction and terminating in the township of Lofthouse-with-Carlton in the parish of Rothwell by a junction with the Railway No. 1 authorised by the Act of 1883 at or near a point on the centre line of that railway as shown on the plans of 1883 one mile and twenty-five chains measuring along the said centre line from the commencement of the said authorised Railway No. 1 as shown on the said plans :
- (2.) A Railway No. 1d four furlongs and eight chains or thereabouts in length commencing by a junction with the down

line of the Great Northern Railway in the township and parish of East Ardsley at a point about fourteen chains north-west of the bridge carrying that railway over Lingwell Gate Lane and terminating in the township of Lofthouse-with-Carlton aforesaid by a junction with the Railway No. 1c above described and authorised by this Act at a point about four chains south of Castlehead Lane and about twenty-eight chains north-east of the bridge lastly above-mentioned: A.D. 1886.

- (3.) A Railway No. 1E three furlongs and two chains or thereabouts in length commencing in the township of Stanley-cum-Wrenthorpe aforesaid by a junction with the up line of the Great Northern Railway at or near the east side of the bridge carrying that railway over Lingwell Gate Lane and terminating by a junction with Railway No. 1c authorised by this Act at or near the point herein-before described as the termination of the Railway No. 1d authorised by this Act.

B.—NEW JUNCTION RAILWAY.

- (4.) A Railway No. 1F seven furlongs or thereabouts in length commencing in the township of Lofthouse-with-Carlton aforesaid by a junction with the authorised Railway No. 1 above-mentioned at or near a point on the centre line of that railway as shown on the plans of 1883 two miles and three chains measuring along the said centre line from the commencement of the said authorised Railway No. 1 as shown on the said plans and terminating in the township and parish of Rothwell by a junction with the Railway No. 5 authorised by the Act of 1883 at or near the point marked on the same plans and denoting the distance of one mile and one furlong from the commencement of the said authorised Railway No. 5.

C.—ALTERATION OF LEVELS OF RAILWAY NO. 5 AUTHORISED BY THE ACT OF 1883.

- (5.) An alteration of levels of Railway No. 5 authorised by the Act of 1883 from a point on the centre line of that railway as shown on the plans of 1883 three miles two furlongs and four and a half chains or thereabouts measured along the said centre line from the commencement of the said authorised railway as shown on the said plans to the termination of the said authorised railway.

8. The provisions of section 9 of the Act of 1883 shall so far as the same are applicable apply to the works and alteration of levels by this Act authorised and in addition thereto the Company shall be

For the protection of the
Midland
Railway
Company.

A.D. 1886. — subject to the following condition (videlicet) the bridge carrying Railway No. 5 authorised by the Act of 1883 as altered by this Act over the Midland Railway shall be constructed with a clear width between the abutments of fifty feet and with a clear headway of fourteen feet six inches.

Period for compulsory purchase of lands.

9. 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.

Power to take easements &c. by agreement.

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

Restriction on displacing persons of the labouring class.

11. (1.) The Company shall not under the powers of this Act or of the Act of 1883 as extended by this Act purchase or acquire in any city borough or other urban sanitary district or any parish or part of a parish not being within an urban sanitary district ten or more houses which after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until—

(A.) They shall have obtained the approval of the Local Government Board to a scheme for providing new dwellings for such number of persons as were residing in such houses on the fifteenth day of December last or for such number of persons as the Local Government Board shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case; and

(B.) They shall have given security to the satisfaction of the Local Government Board for the carrying out of the scheme.

(2.) The approval of the Local Government Board to any scheme under this section may be given either absolutely or conditionally and after the Local Government Board have approved of any such

scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme. A.D. 1886.

(3.) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced:

Provided that the Local Government Board may dispense with the last-mentioned requirement subject to such conditions if any as they may see fit.

(4.) Any conditions subject to which the Local Government Board may have approved of any scheme under this section or of any modifications of any scheme or subject to which they may have dispensed with the above-mentioned requirement shall be enforceable by a writ of Mandamus to be obtained by the Local Government Board out of the Queen's Bench Division of the High Court of Justice.

(5.) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any such house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the Local Government Board by action in the High Court of Justice and shall be carried to and form part of the Consolidated Fund of the United Kingdom:

Provided that the court may if it think fit reduce such penalty.

(6.) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be incorporated with this Act and shall apply to the purchase of lands by the Company for the purposes of any scheme under this section in the same manner in all respects as if the Company were a local authority within the meaning of the Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7.) The Company may on any lands belonging to them or purchased or acquired under this section or any provisional order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any

A.D. 1886. — scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general purposes of their undertaking :

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for a period of twenty-five years from the passing of this Act be appropriated for the purpose of dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment :

Provided also that the Local Government Board may at any time dispense with all or any of the requirements of this sub-section subject to such conditions (if any) as they may see fit.

(8.) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the Company for the purpose of any scheme under this section.

(9.) The Local Government Board may direct any inquiries to be held by their inspectors which they may deem necessary in relation to any scheme under this section and for giving effect to any of the provisions of this section and the inspectors of the Local Government Board shall for the purpose of any such inquiry have all such powers as they have for the purposes of inquiries directed by that board under the Public Health Act 1875.

(10.) The Company shall pay to the Local Government Board a sum to be fixed by that board in respect of the preparation and issue of any provisional order in pursuance of this section and any expenses incurred by that board in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that board not exceeding three guineas a day for the services of such inspector.

(11.) The expression "labouring class" in this section includes mechanics artizans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week

and the families of any of such persons who may be residing with them. A.D. 1886.

12. Whereas pursuant to the standing orders of both Houses of Parliament and to an Act of the ninth year of the reign of Her present Majesty chapter 20 a sum of one thousand four hundred pounds New Two-and-a-half per Cent. Annuities being at the market price on the day on which the sum was transferred as herein-after mentioned equal to five per centum upon the amount of the estimate in respect of the New Junction Railway has been transferred into the name of the Paymaster-General for and on behalf of the Supreme Court of Judicature in England in respect of the application to Parliament for this Act which sum is referred to in this Act as the deposit fund Be it enacted that notwithstanding anything contained in the said Act the said deposit fund shall not be paid or transferred to or on the application of the person or persons or the majority of the persons named in the warrant or order issued in pursuance of the said Act or the survivors or survivor of them which persons survivors or survivor are or is in this Act referred to as the depositors unless the Company shall previously to the expiration of the period limited by this Act for the completion of the New Junction Railway open the same for the public conveyance of passengers Provided that if within such period as aforesaid the Company open any portion of the New Junction Railway for the public conveyance of passengers then on the production of a certificate of the Board of Trade specifying the length of the portion of the New Junction Railway opened as aforesaid and the portion of the deposit fund which bears to the whole of the deposit fund the same proportion as the length of the New Junction Railway so opened bears to the entire length of the said railway the Chancery Division of the High Court of Justice in England shall on the application of the depositors or the majority of them order the portion of the deposit fund specified in the certificate to be paid or transferred to them or as they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of this Act having passed anything in the above-mentioned Act to the contrary notwithstanding.

Deposit money not to be repaid except so far as New Junction Railway is opened.

13. If the Company do not previously to the expiration of the period limited for the completion of the New Junction Railway complete and open the same for the public conveyance of passengers then and in every such case the deposit fund or so much thereof as shall not have been paid to the depositors shall be applicable and

Application of deposit.

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after due notice in the "London Gazette" shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the New Junction Railway or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Chancery Division of the High Court of Justice in England may seem fit and if no such compensation is payable or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the deposit fund or such portion thereof as may not be required as aforesaid shall either be forfeited to Her Majesty and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Chancery Division thinks fit to order on the application of the Solicitor to Her Majesty's Treasury and shall be carried to and form part of the Consolidated Fund of the United Kingdom or in the discretion of the Chancery Division if the Company is insolvent and has been ordered to be wound up or a receiver has been appointed shall wholly or in part be paid or transferred to such receiver or to the liquidator or liquidators of the Company or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof Provided that until the deposit fund has been repaid to the depositors or has become otherwise applicable as herein-before mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

For the protection of the corporation of Leeds.

14. For the protection of the mayor aldermen and burgesses of the borough of Leeds (herein-after in this section called "the corporation") the following provisions shall have effect (that is to say) :—

1. In sinking Moor Road to the depth shown upon the deposited plans and sections for the purpose of carrying the railway over the said road the descent made in the said road on the north-westerly side thereof in order to carry the same under the proposed bridge shall be one foot in forty feet and the descent made in the said road on the south-easterly side thereof shall be in one entire gradient from the point of crossing the same to the road opposite the existing station of the Midland Railway Company :

2. In carrying the railway across Hunslet Moor the Company shall lower the surface of that portion of the moor abutting upon and co-extensive with Moor Road so far as the said road is altered or interfered with to within three feet of the altered level of the said road and so that the rate of inclination of the moor shall not exceed one foot in twenty-seven feet and they shall also erect on either side of the said road so far as the same is altered or interfered with stone dwarf walls three feet high surmounted with an ornamental iron railing The slopes of the moor shall be laid down ornamentally by the Company :
3. In carrying the railway over Moor Road the width of the arch shall be such as to leave thereunder a clear space of not less than fifty feet and the Company shall also at their own expense widen the said road on the south-easterly side thereof between the point of crossing the same and the said road opposite the existing station of the Midland Railway Company to an uniform width of fifty feet :
4. The Company shall at an expense not exceeding three hundred pounds make provision to the satisfaction of the corporation or their engineer for the time being for carrying off the sewage and rainfall from under the proposed bridge crossing Moor Road and for that purpose they shall construct a sewer or drain of a size sufficient to carry off the water not only from the said bridge and the lands and houses lying near or affected by the railway but also from the district in which such sewer may be situate or which may conveniently be sewered or drained by means of the same and such sewer shall be connected with the main sewer of the corporation Provided that if the corporation elect to do so they may themselves make the provisions herein-before referred to charging the cost thereof to the Company such cost not to exceed three hundred pounds :
5. In making the railway authorised by the Act of 1883 as altered and amended by this Act the Company shall construct and maintain a passenger station on Hunslet Moor at Carr Moor side in the township of Hunslet adjoining to and so as to be easy of access from the footpath leading from Carr Moor side to Dewsbury Road :
6. In erecting the bridge for carrying the road known as Jack Lane over the railway the ascent on both sides of the bridge shall be one foot in forty feet and the Company shall at their own expense and on land belonging to or which may here-

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after be acquired by them from the Middleton Colliery Company or any other person for the purposes of their undertaking widen and improve the said road including the portion thereof over the bridge to an uniform width of fifty feet :

7. In carrying out the works affecting Moor Road and Jack Lane herein-before referred to the Company shall at their own expense form the carriageways of the said roads with granite setts laid on a six-inch bed of cement concrete and the flags and curbs to be used in forming the footways shall be of the best quality and to the satisfaction of the corporation or their engineer for the time being and the corporation may elect if they think proper to carry out any of the said works themselves at the expense of the Company and thenceforth the said roads shall be maintained by the corporation :
8. Any temporary roads which by the fifty-third section of the Railways Clauses Consolidation Act 1845 (incorporated with this Act) the Company are under obligation to provide and maintain may be repaired and maintained by the corporation (if they so desire) as and when they deem necessary at the expense of the Company :
9. The Company shall at their own expense construct a subway not less than ten feet in width with white glazed brick walls and a sufficient drain and flattened footway in lieu of the girder bridge first mentioned in sub-section 7 of section 15 of the Act of 1883 and they shall cause such subway to be carried under the railway with a clear headway of not less than nine feet and the roof of the subway shall be as close as practicable to the surface of the railway If the railway where it crosses the said subway shall be constructed of such a width as to admit of the laying down of more than a double line of railway the Company shall leave on each outer side of such double line of railway a width of not less than five feet and such space shall at all times be kept open for the purpose of affording light and air to the subway :
10. All the new widened or reconstructed roads which the Company are under obligation to make shall be carried out and completed to the satisfaction of the corporation within the period of two years from the commencement of any of the works included in Railway Number 5 and all such roads shall be properly sewered drained and lighted by or at the expense of the Company and to the satisfaction of the corporation :

11. Save as altered by the provisions of this Act the provisions of section 15 of the Act of 1883 shall remain in full force. A.D. 1886.

15. If the railways and works 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 to the Company for making and completing the same or otherwise in relation thereto shall cease to be exercised except as to so much thereof as is then completed. Period for completion of works.

16. The powers granted by the Act of 1883 for the compulsory purchase and taking of lands for the purposes of such and such parts of the railways and works authorised by that Act as are not required by this Act to be abandoned are hereby extended and may be exercised at any time within but shall not be exercised after the expiration of two years from the second day of August one thousand eight hundred and eighty-six: Extending period limited by Act of 1883 for purchase of lands.

Provided that the provisions of this section shall not extend to the property in the parish of Leeds belonging at the date of the passing of the Act of 1883 to Arthur Firth Percy Hartshorne Cooper and Arthur Francis Thomas Cooper (trading as S. T. Cooper & Co.) and which property is commonly known as the Leeds Iron-works.

17. The period limited by the Act of 1883 for the completion of such and such parts of the railways and works authorised by that Act so far as are not required by this Act to be abandoned is hereby extended for a period of three years from the second day of August one thousand eight hundred and eighty-eight. Extending period limited by Act of 1883 for completion of works.

18. For the purposes of tolls rates and charges and for all other purposes whatsoever the railways by this Act authorised shall be deemed to be part of the undertaking of the Company authorised by the Act of 1883. Tolls on railways.

19. The Company may apply for the purposes to which capital is properly applicable of the substituted railways by this Act authorised any moneys which might have been lawfully applied to the purposes of the railways and portion of railway authorised by the Act of 1883 and by this Act required to be abandoned and may apply for any of the other purposes of this Act to which capital is properly applicable any sums which by the Act of 1883 they are authorised to raise by shares stock debenture stock or borrowing and which are not by that Act made applicable to any special purpose or being so made applicable are not required for such special purpose. Power to apply money.

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For the protection of the Hull
Barnsley and
West Riding
Junction
Railway and
Dock Com-
pany.

20. Nothing in this Act shall alter lessen prejudice or affect the rights of the Hull Barnsley and West Riding Junction Railway and Dock Company under the provisions of the Act of 1883 or the agreement set forth in the Second Schedule annexed thereto over or with respect to the railways of the Company and the Hull Barnsley and West Riding Junction Railway and Dock Company shall have and may exercise over and in respect of the substituted railways by this Act authorised the same rights as under the agreement scheduled to the Act of 1883 they have and may exercise over and in respect of the railways authorised by the Act of 1883 and by this Act authorised to be abandoned.

Saving
rights of the
Postmaster-
General.

21. Nothing in this Act shall affect the rights of the Postmaster-General under the Telegraph Act 1878 to place and maintain telegraphic lines in under upon along over or across the railways and works comprised in the undertaking of the Company and from time to time to alter such telegraphic lines and to enter upon the land and works comprised in such undertaking for the purposes in the Telegraph Act 1878 specified and the Postmaster-General shall after the passing of this Act be at liberty to exercise all the rights aforesaid as freely and fully in all respects as he was entitled to do before the passing of this Act.

Provisions
as to general
Railway
Acts.

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

Costs of Act.

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