



ANNO TRICESIMO & TRICESIMO PRIMO

# VICTORIÆ REGINÆ.

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## *Cap. clxxix.*

An Act for making a Railway in the West Riding of *Yorkshire* from *Idle* in the Neighbourhood of *Bradford* to *Shipley*. [12th *August* 1867.]

**W**HEREAS the making of a Railway in the West Riding of *Yorkshire* from the *Bradford, Eccleshill, and Idle* Railway at *Idle* to *Shipley* will be attended with great local Advantage, and the Persons herein-after named, with others, are willing, at their own Expense, to construct the said Railway: And whereas Plans and Sections showing the Lines and Levels of the Railway, and also a Book of Reference 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 of the Railway, have been deposited with the Clerk of the Peace for the West Riding of *Yorkshire*, and are herein-after referred to as the deposited Plans, Sections, and Book of Reference: And whereas it is expedient that the Powers herein-after contained should be conferred on the Company, and on all Companies and Persons lawfully working their Railway, with respect to the Use of the *Bradford, Eccleshill, and Idle* Railway, and of Part of the *Great Northern* Railway: And whereas the Purposes aforesaid cannot be effected without the Authority of Parliament: May it therefore

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please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

Short Title.

1. This Act may be cited for all Purposes as "*The Idle and Shipley Railway Act, 1867.*"

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

2. "The Companies Clauses Consolidation Act, 1845;"

Parts I., II., and III. of "The Companies Clauses Act, 1863," relating respectively to "Cancellation and Surrender of Shares," to "Additional Capital," and to "Debenture Stock;"

"The Lands Clauses Consolidation Act, 1845;"

"The Lands Clauses Consolidation Acts Amendment Act, 1860;"

"The Railways Clauses Consolidation Act, 1845," and Part I. of

"The Railways Clauses Act, 1863," relating to "Construction of a Railway,"

are (except where expressly varied by this Act) incorporated with and form Part of this Act.

Same Mean-  
ings to Words  
in incorpo-  
rated Acts as  
in this Act.

Interpre-  
tation of  
Terms.

3. In this Act the several Words and Expressions to which Meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective Meanings, unless there be something in the Subject or Context repugnant to such Construction; the Expression "the Company" shall mean the Company incorporated by this Act; the Expressions "the Railways" and "the Undertaking" shall respectively mean the Railway and Branch Railway or Undertaking by this Act authorized; 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 common Simple Contract Debt, and not a Debt or Demand created by Statute.

Company in-  
corporated.

4. *William Bower, Thomas Booth, William Illingworth, Mark Pullein, George Vint, and Ebenezer Sharp Vint*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway, and for other the Purposes of this Act, and for those Purposes shall be incorporated by the Name of "*The Idle and Shipley Railway Company*," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and with Power to purchase, take, hold, and dispose of Lands and other Property for the

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the Purposes of this Act, and their Undertaking shall be called "The *Idle and Shipley Railway*."

5. Subject to the Provisions of this Act, the Company may make and maintain in the Line and according to the Levels shown on the deposited Plans and Sections the Railway herein-after described, with all proper Stations, Approaches, Works, and Conveniences connected therewith, and may enter upon, take, and use such of the Land delineated on the said Plans and described in the deposited Books of Reference as may be required for that Purpose.

Power to make Railway according to deposited Plans.

The Railways herein-before referred to, and authorized by this Act, are :

1. A Railway (about Two Miles and Two and a Half Furlongs in Length) commencing by a Junction with the authorized Line of the *Bradford, Eccleshill, and Idle* Railway at the authorized Termination thereof in the Township of *Idle* and Parish of *Calverley*, and terminating in the said Township of *Idle* in a Field bounded on the South by the *Shipley and Bramley* Turnpike Road, and on the East by the *Bradford* Canal :

2. A Branch Railway (about One Furlong in Length) commencing by a Junction with the before-described intended Railway in or near a Field in the said Township of *Idle* bounded on the North by the *Midland* Railway, and terminating in the Township of *Shipley* and Parish of *Bradford* by a Junction with the *Midland* Railway about Sixty Yards North-east of the Bridge carrying the *Midland* Railway over the *Shipley and Bramley* Turnpike Road : The said Railways will be wholly in the West Riding of *Yorkshire* :

Provided always, that nothing contained in this Act or in the deposited Plans and Sections shall authorize the Company to enter upon, take, or use either for the Purposes of the Railway, or for the Diversion of the *Shipley and Bramley* Turnpike Road, or for any other Purpose, the Property shown on the said deposited Plans, and numbered thereon 64, in the Parish of *Calverley*, unless with the previous Consent in Writing of the Owner of the said Property.

Protecting Park Lodge.

6. The Company shall not take or use for the Purposes of the Railway hereby authorized any more Land of the *Midland* Railway Company than that which is necessary for the Purpose of effecting the Junction hereby authorized.

Not to take more Land of *Midland* Company than necessary for Junction.

7. And whereas the intended Railway is to be carried over the Canal of the Company of Proprietors of the *Bradford* Navigation, who, with their Successors or Assigns, are herein-after called or referred to as the *Bradford* Canal Company, in the Township of *Windhill* and Parish of *Calverley*, and it is expedient to provide against

For Protection of the *Bradford* Canal Company.

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against Obstructions being caused thereby to the free Navigation of the said Canal: Therefore in carrying the said Railway over the said Canal the Company shall and they are hereby required, at their own Expense, to make and maintain a good and substantial Bridge or Bridges of Brick, Stone, Wood, or Iron over the said Canal and the Towing-path thereof respectively, the Underside of the Key Stone or Arch of such Bridge, or the Underside of the Beams or Girders thereof for the whole Breadth of the Span, not being less than Eleven Feet in Height above the Top-water Level of the said Canal, and the Opening or Span of such Bridge so constructed, as to leave a navigable Waterway of not less than Thirty-six Feet in Width in the said Canal, and a Towing-path of Thirteen Feet in Width, and the Space between the Piers, Abutments, or Supports of such Bridge (except so much thereof as shall be occupied by the Towing-path of such Canal) shall, after the said Bridge shall have been completed, from Time to Time and at all Times thereafter (except during the necessary Repairs of the said Bridge, or the Erection of any future Bridge in lieu thereof,) be left and preserved an open uninterrupted navigable Waterway.

Damages to  
be made  
good.

8. The Company shall make good all Damage by Leakage or Loss of Water that may be occasioned to the Works and Property of the *Bradford Canal Company* by the Construction, Renewal, or Want of Repair of any Arch or Bridge or Works by this Act authorized to be made; and if for Seven Days after Notice in Writing given by the *Bradford Canal Company* to the Secretary of the Company the Company neglect to proceed with due Diligence to make good such Damage, the *Bradford Canal Company* may, if they think fit, make good the same, and the Amount expended by them in so doing shall be paid to them by the said Railway Company: Provided always, that in any Case of pressing Necessity the *Bradford Canal Company* may proceed to make good such Damages, and recover Payment for the same, without giving such Notice as aforesaid.

Navigation  
of the Brad-  
ford Canal  
Company  
not to be  
obstructed.

9. In case by reason of or in the Execution of such Bridge and Works the said Canal shall be so obstructed as that Boats, Barges, and other Vessels navigating or using the same shall not be able to pass along the same, then the Company shall pay to the *Bradford Canal Company*, as or by way of ascertained Damages, the Sum of Fifty Pounds for every Day during which such Obstruction shall continue on the said Canal, and so in proportion respectively for any less Time than One Day, and in default of Payment of the said Sum, on Demand being made to the Secretary of the Company, any Two or more of Her Majesty's Justices of the Peace of the West Riding of the County of *York* are hereby empowered, on Application to them made by the *Bradford Canal Company*, or by any Person or Persons by them authorized, by Warrant under their Hands and Seals, to  
cause

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cause the Amount of such Sum or Sums of Money to be levied by Distress and Sale of any Goods and Chattels of the Company, and to be paid to the *Bradford Canal Company*, or to their Treasurer or Clerk for the Time being, rendering the Overplus (if any), on Demand, after deducting the reasonable Charges for making such Distress and Sale, and the Costs and Expenses of hearing and determining the Matter in dispute, to the Secretary of the Company, for the Use of the Company, otherwise the *Bradford Canal Company* may sue for and recover the same, together with Costs of Suit, against the Company, in any Court of competent Jurisdiction.

10. Provided always, That nothing herein contained shall prevent the *Bradford Canal Company* from recovering against the Company any special Damage that may be sustained by the *Bradford Canal Company* in consequence of the Works to be executed by the Company, or by the *Bradford Canal Company* for the Company, under the Provisions herein-before contained, or by reason of any Water oozing or escaping from the said Canal, on account of any Act, Work, Neglect, or Default of the Company not herein specifically provided for, and the *Bradford Canal Company* may sue for and recover such Damage accordingly. Company liable to special Damage.

11. The Company shall and they are hereby required, unless and until the said Railway where it crosses the said Canal shall at any Time be abandoned by the Company, at their own Expense, to maintain the said Bridge and Works in perfect Repair; and if that Part of the said Railway shall at any Time be abandoned by the Company, the Company shall, at their own Expense, remove the said Bridge and Works, if they shall be required so to do by the *Bradford Canal Company*. Bridge to be kept in good Repair.

12. Except as is by this Act otherwise expressly provided, nothing in this Act contained shall take away, lessen, prejudice, alter, or affect any of the Rights, Privileges, Property, Powers, or Authorities of the *Bradford Canal Company*. Saving Rights of the *Bradford Canal Company*.

13. The Capital of the Company shall be Fifty-five thousand Pounds in Five thousand five hundred Shares of Ten Pounds each. Capital.

14. The Company shall not issue any Share created under the Authority of this Act, nor shall any 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. Shares not to issue until One Fifth paid up.

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Calls.

**15.** One Fifth of the Amount of a Share shall be the greatest Amount of a Call, and Two Months at least shall be the Interval between successive Calls, and Three Fifths of the Amount of a Share shall be the utmost aggregate Amount of the Calls made in any Year upon any Share.

Power to borrow.

**16.** The Company may from Time to Time borrow on Mortgage any Sum not exceeding in the whole Eighteen thousand three hundred Pounds, but no Part thereof shall be borrowed until the whole Capital of Fifty-five thousand Pounds is subscribed for, issued, and accepted, and One Half thereof 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 the whole of such Capital has been subscribed for, issued, and accepted, and that One Half thereof has been paid up, and that not less than One Fifth Part of the Amount of each separate Share in such Capital has been paid on account thereof before or at the Time of the Issue or Acceptance thereof, and that such Capital was issued *bonâ fide*, and is held by the Subscribers or their Assigns, and that such Subscribers or their 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.

Arrears may be enforced by Appointment of a Receiver.

**17.** The Mortgagees of the Company may enforce Payment of Arrears of Interest or Principal, or Principal and Interest, due on their Mortgages, by the Appointment of a Receiver; and in order to authorize the Appointment of a Receiver in respect of Principal, or Principal and Interest, the Amount owing to the Mortgagees by whom the Application for a Receiver shall be made shall not be less than Three thousand Pounds in the whole.

Monies borrowed on Mortgage to have Priority.

**18.** All Monies borrowed on Mortgage under this Act, from the Time when the same shall be advanced, and the Interest for the Time being due thereon, shall have Priority against the Company, and all the Property from Time to Time of the Company, over all other Claims on account of any Debts to be incurred or Engagements to be entered into by them: Provided always, that such Priority shall not prejudice or affect any Claim against the Company or their Property in respect of any Rentcharge to be granted by them in pursuance of the Provisions of "The Lands Clauses Consolidation Act, 1845," or "The Lands Clauses Consolidation Acts Amendment Act, 1860," nor shall anything herein before contained prejudice or affect any Claim or Lien in respect of any Land taken, used, or occupied by the

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the Company for the Purposes of the Railway, or injuriously affected by the Construction thereof, or by the Exercise of any of the Powers by this Act conferred on the Company.

19. All Monies raised under this Act, whether by Shares or borrowing, shall be applied for the Purposes of this Act only. Application of Monies.

20. The First Ordinary Meeting of the Company shall be held within Six Months after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held in the Months of *February* or *March* and of *August* or *September* in every Year. First Ordinary Meeting.

21. The Quorum of General Meetings of the Company shall be Eight Shareholders present personally or by proxy holding in the aggregate not less than Ten thousand Pounds in the Capital of the Company. Quorum of General Meetings.

22. The Number of Shareholders on whose Requisition an Extraordinary Meeting may be required to be convened shall be not less than Twelve, and such Shareholders shall hold in the aggregate not less than Ten thousand Pounds in the Capital of the Company. Number of Shareholders to convene Extraordinary Meetings.

23. The Scale according to which Shareholders may vote in respect of their Shares shall be as follows; (that is to say,) Scale of voting.

For One Share or more and not exceeding Five, One Vote:

For more than Five Shares but not exceeding Twenty, Two Votes:

For more than Twenty Shares, an additional Vote for every Twenty Shares.

24. The Number of Directors shall be Five. Number of Directors.

25. The Qualification of a Director shall be the Possession in his own Right of not less than One hundred Shares. Qualification of Directors.

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

27. *Samuel Waterhouse, William Firth, George Vint, William Bower,* and *Thomas Booth* shall be the First Directors of the Company, and shall continue in Office until the First Ordinary Meeting held after the passing of this Act; at that Meeting the Shareholders present in person or by proxy may either continue in Office the Directors appointed by this Act, or any of them, or may elect a new Body of Directors, or Directors to supply the Place of those not continued in Office, the Directors appointed by this Act being, if qualified, eligible for Re-election; and at the First Ordinary Meeting First Directors.  
Election of Directors.

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

Lands for extraordinary Purposes.

28. The Quantity of Land to be taken by the Company by Agreement for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed Three Acres.

Powers for compulsory Purchases limited.

29. 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.

Period for Completion of Works.

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

Deposit Money not to be repaid until Line opened or Half the Capital paid up and expended, except on Execution of Bond, &c.

31. Whereas pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Four thousand four hundred Pounds, being Eight *per Centum* on Fifty-five thousand Pounds, the Amount of the Estimate of the Expense of the Railways by this Act authorized, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said Act of the Ninth Year of Her present Majesty, the said Sum of Four thousand four hundred Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall previously to the Expiration of the Period limited by this Act for the Completion of the Railways either open the Railways for the public Conveyance of Passengers; or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up such a Sum as together with the said Sum so deposited amounts to One



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

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aforesaid,

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aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls for  
Goods.

**32.** The Company may demand and take in respect of the Use of the Railways any Tolls not exceeding the following; (that is to say,)

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

**Class 1.** For all Dung, Compost, and all Sorts of Manure, and all undressed Materials for the Repair of public Roads or Highways, Coal, Cinders, Coke, Cullm, Cannel, Ironstone, Iron Ore, Limestone, Stones for building, pitching, and paving, Tiles, Slates, and Clay (except Fire clay), and for Wrought Iron not otherwise specifically classed herein, and for heavy Iron Castings, including Railway Chairs, *per Ton per Mile* One Penny Halfpenny; and if conveyed in a Carriage belonging to the Company, an additional Sum *per Ton per Mile* of One Farthing:

**Class 2.** For all Pig Iron, Rod Iron, Sheet Iron, Hoop Iron, Plates of Iron, Slabs, Billets, and Rolled Iron, Wrought Iron, Charcoal, Chalk, Lime, Bricks, Salt, Sand, Fire clay, Slags, and Stone, *per Ton per Mile* Twopence; and if conveyed in a Carriage belonging to the Company, an additional Sum *per Ton per Mile* of One Halfpenny:

**Class 3.** For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deal, and Metals (except Iron), Nails, Anvils, Vices, and Chains, and for light Iron Castings, *per Ton per Mile* Twopence Halfpenny; and if conveyed in a Carriage belonging to the Company, an additional Sum *per Ton per Mile* of One Halfpenny:

**Class 4.** For Cotton and other Wools, Drugs, and manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* Threepence; and if conveyed in a Carriage belonging to the Company, an additional Sum *per Ton per Mile* of One Halfpenny:

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

Tolls for  
Passengers.

**33.** In respect of Passengers conveyed upon the Railways for any Part thereof, as follows:—  
For every Person, Twopence *per Mile*; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum of One Penny *per Mile*:

**34.** In

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**34.** In respect of Animals conveyed upon the Railways or any Part thereof, as follows: Tolls for Animals.

Class 1. For every Horse, Mule, or other Beast of Draught or Burden, Threepence *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum of One Penny *per* Mile:

Class 2. For every Ox, Cow, Bull, or Head of Neat Cattle, Twopence *per* Head *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum of One Penny *per* Mile:

Class 3. For every Calf, Pig, Sheep, Lamb, and other small Animal, One Penny each *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum of One Halfpenny *per* Mile.

**35.** The Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railways shall not exceed One Penny *per* Mile for each Passenger or Animal, or for each Ton of Goods, in addition to the several other Tolls or Sums by this Act authorized to be taken. Tolls for propelling Power.

**36.** The following Provisions and Regulations shall apply to the fixing of all Tolls and Charges payable under this Act; (that is to say,) Regulations as to Tolls.

For all Passengers, Animals, or Goods conveyed on the Railways for a less Distance than Three Miles the Company may demand

Tolls and Charges as for Three Miles:

For an Fraction of a Mile beyond Three Miles, or beyond any greater Number of Miles, the Company may demand Tolls and Charges on Animals and Goods for such Fraction in proportion to the Numbers of Quarters of a Mile contained therein, and if

there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers, every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

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

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

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, or Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One

Ton Weight, and so in proportion for any smaller Quantity.

**37.** With

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Tolls for small Parcels and single Articles of great Weight.

37. With respect to small Packages not exceeding Five hundred Pounds in Weight, and single Articles of great Weight, notwithstanding the Rates prescribed by this Act, the Company may demand and take any Tolls not exceeding the following; (that is to say,) For the Carriage of small Parcels on the Railways, as follows: For the Carriage on the Railways or any Part thereof of any Parcel not exceeding Seven Pounds in Weight, Threepence: For the Carriage of any Parcel exceeding Seven Pounds but not exceeding Fourteen Pounds in Weight, Fivepence: For the Carriage of any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, Sevenpence: For the Carriage of any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, Ninepence: And for the Carriage of any Parcel exceeding Fifty-six Pounds but not exceeding Five hundred Pounds in Weight the Company may demand any Sum which they think fit: Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of single Articles of great Weight, as follows: For any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Sixpence per Ton per Mile:

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

Maximum Rate for Passengers.

38. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the Railways, including the Tolls for the Use of the Railways, and for Carriages and locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following; (that is to say,) For every Passenger conveyed in a First-class Carriage, the Sum of Threepence per Mile:

For every Passenger conveyed in a Second-class Carriage, the Sum of Twopence per Mile: For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny Farthing per Mile.

For every Passenger conveyed in a Second-class Carriage, the Sum of Twopence per Mile: For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny Farthing per Mile.

Maximum Rates for Animals and Goods.

39. The maximum Rate of Charge to be made by the Company for the Conveyance of Animals and Goods on the Railways, including

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the Tolls for the Use of the Railways, and for Waggon or Trucks and locomotive Power, and for every other Expense incidental to the Conveyance (except a reasonable Charge for loading and unloading Goods at any Terminal Station in respect of such Goods, and for Delivery and Collection, and any other Service incidental to the Business or Duty of a Carrier, where any such Service is performed by the Company), shall not exceed the following Sums; (that is to say,)

For everything in Class 1., One Penny Halfpenny *per Ton per*

Mile:

For everything in Class 2., Twopence *per Ton per* Mile:

For everything in Class 3., Threepence *per Ton per* Mile:

For everything in Class 4., Fourpence *per Ton per* Mile:

For every Animal in Class 5., Fourpence *per* Mile:

For every Animal in Class 6., Threepence *per* Mile:

For every Animal in Class 7., One Penny Halfpenny *per* Mile:

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

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

Passengers  
Luggage.

41. No Station shall be considered a Terminal Station in regard to any Goods conveyed on the Railways, unless such Goods have been received thereat direct from the Consignor, or are directed to be delivered thereat to the Consignee.

Terminal  
Station.

42. The Restrictions as to the Charges to be made for Passengers shall not extend to any Special Train run upon the Railways, in respect of which the Company may make such Charges as they think fit, but shall apply only to the Ordinary and Express Trains appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railways.

Restrictions  
as to Charges  
not to apply  
to Special  
Trains.

43. Nothing in this Act shall prevent the Company from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Animals or Goods of any Description, by Agreement with the Owners or Persons in charge thereof, either by reason of any special Service performed by the Company in relation thereto, or in respect to the Conveyance of Animals or Goods (other than small Parcels) by Passenger Trains.

Company  
may take  
increased  
Charges, by  
Agreement.

[Local.]

32 M

44. The

The Idle and Shipley Railway Act, 1867.

Notice to be given of taking of Houses of Labouring Classes.

44. The Company shall, not less than Eight Weeks before they take in any Parish Fifteen Houses or more occupied either wholly or partially by Persons belonging to the Labouring Classes as Tenants or Lodgers, make known their Intention to take the same by Placards, Handbills, or other general Notice placed in public View upon or within a reasonable Distance from such Houses, and the Company shall not take any such Houses until they have obtained the Certificate of a Justice that it has been proved to his Satisfaction that the Company have made known their Intention to take the same in a manner herein before required.

Power to use other Undertakings.

29 & 30 Victoria c. cxiv.

45. The Company, and all Companies and Persons lawfully working or using the Railways of the Company, may run over and use, with their Engines and Carriages of every Description, and with their Clerks, Officers, and Servants,

All or any Part of the Undertaking authorized by "The Bradford, Eccleshill, and Idle Railway Act, 1866" and so much of the Great Northern Railway as lies between the intended Junction therewith of the Bradford, Eccleshill, and Idle Railway and the Laister Dyke Station of the Great Northern Railway, including the said Station, and all other

Stations, Watering Places, Booking Offices, Warehouses, Landings Places, Sidings, Works, and Conveniences connected with the said Undertaking and Portion of Railway and Station respectively.

Terms of such Use.

46. The Terms, Conditions, and Regulations to which the Company shall be subject in respect of the said Use, and the Tolls or other Consideration to be paid by them for the same, shall, if not agreed upon between them and the Company owning or working the Railways so used, be from Time to Time determined by an Arbitrator to be appointed by the Board of Trade on the Application of either Party, and the Decisions of any such Arbitrator shall be binding and conclusive on all the Parties in difference, and the Costs and Expenses of such Arbitrator shall be defrayed as the Arbitrator shall direct; and either of the said Companies who shall refuse or neglect to perform, observe, and conform to any Decision given or Regulation made by any such Arbitrator in the Premises shall forfeit and pay to such Person or Company as the Arbitrator shall determine any Sum not exceeding Fifty Pounds for every such Offence, and Twenty Pounds for every Day during which such Offence shall continue.

Byelaws to be observed.

47. In using or traversing the said Portions of Railway and Station, and in using the Works, Buildings, and Conveniences thereof respectively, in accordance with the Provisions herein before mentioned,

The Idle and Shipley Railway Act, 1867.

mentioned, the Regulations and Byelaws for the Time being in force on the Undertaking so used, so far as such Byelaws are applicable, shall at all Times be observed.

48. The Companies or Persons owning or working the said Railways or Undertakings respectively shall receive, book through, forward, accommodate, and deliver on and from the same, and at the Stations, Warehouses, and Booking Offices thereof, all Traffic, of whatever Description, coming from or destined for the Undertaking of the Company, upon such Terms and Conditions as may be agreed upon, or, failing such Agreement, as shall be settled by Arbitration.

Providing for Facilities.

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

Interest not to be paid on Calls paid up.

50. The Company shall not, out of any Money by this Act authorized to be raised, 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 authorizing the Company to construct any other Railway, or to execute any other Work or Undertaking.

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

51. Nothing herein contained shall be deemed or construed to exempt the Railways by this Act authorized to be made 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 authorized by this Act.

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

52. 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.

Expenses of Act.

The Idle and Shipley Railway Act, 1867.

SCHEDULE.

Name.	Residence.	Description.	Sum contributed by way of Deposit.
George Vint	Idle	Stone Merchant	£700
Ebenezer Sharp Vint	Idle	Stone Merchant	£700
William Bower	Drighlington	Colliery Proprietor	£800
William Illingworth	Leeds	Timber Merchant	£800
Thomas Booth	Windhill in Idle	Wool Merchant	£700
Mark Pullein	Idle	Cloth Merchant	£700
			£4,400

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