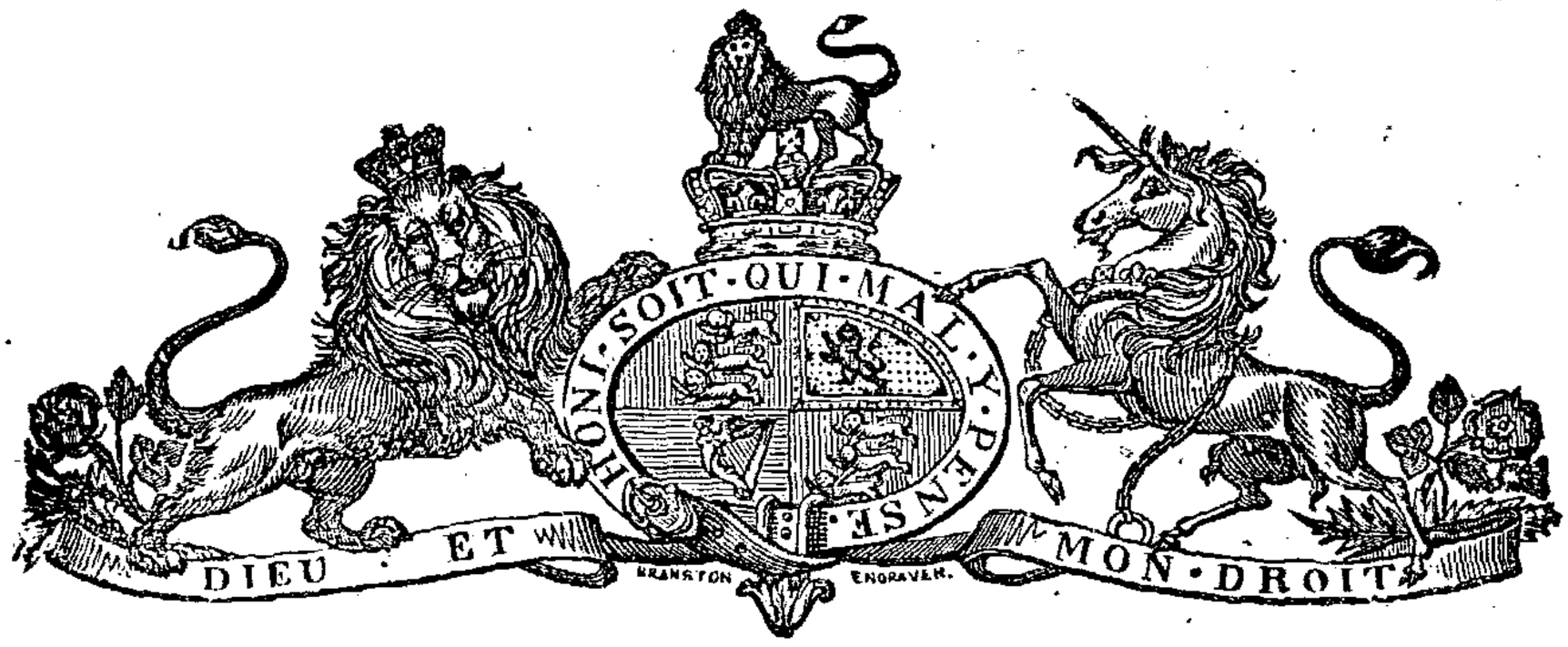


ANNO UNDECIMO & DUODECIMO

VICTORIÆ REGINÆ.

Cap. xxii.

An Act for enabling the *North-western* Railway Company to make certain Alterations and Diversions in the Main Line of their Railway at *Skipton*, *Casterton*, and *Sedbergh*, and in the *Lancaster* Branch of their Railway at *Bulk*.

[30th *June* 1848.]

WHEREAS an Act was passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her present Majesty, intituled *An Act for making a Railway from the* Leeds and Bradford Extension *Railway to the* Lancaster and Carlisle *Railway, with a diverging Line therefrom to* Lancaster, *to be called* "*The* North-western *Railway*," whereby a Company was incorporated, called "The *North-western* Railway Company;" And whereas another Act was passed in the same Session, intituled *An Act for making a Harbour and Docks at* Heysham *on* Morecambe Bay *in the County of* Lancaster, *and a Railway in connexion therewith*, whereby a Company was incorporated called "The *Morecambe* Harbour and Railway Company:" And whereas under or by virtue of the Powers and Provisions of the said last-recited Act the Undertaking of the said *Morecambe* Harbour and Railway Company has become vested in the said *North-western* Railway Company: And whereas it would be of local and public Advantage if the said *North-western* Railway Company were

9 & 10 Vict. c. 92.

9 & 10 Vict. c. 14.

were authorized to make the Alterations and Diversion herein-after mentioned in the Main Line and the *Lancaster* Branch of their Railway, as authorized by the said first-recited Act: And whereas it is also expedient that some of the Powers and Provisions of the said recited Acts should be amended and enlarged; but the Purposes aforesaid 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, That all the Provisions contained in the said recited Acts, so far as the same are or may be applicable and now in force, and except such of them as are by this Act repealed, altered, or otherwise provided for, shall extend to this Act, and to the several Purposes thereof, and to the several Matters and Things hereby authorized to be done, as fully and effectually as if the said Provisions were re-enacted in this Act in reference to such Purposes, Matters, and Things, and the said recited Acts and this Act shall be construed and read together as forming one Act.

Provisions of recited Acts extended to this Act.

Power to make Alterations in the Line of Railway.

II. And whereas Plans and Sections showing the proposed Alterations and Diversions in the Main Line and Levels of the said *North-western* Railway, together with a Book of Reference to the said Plans containing the Names of the reputed Owners and Lessees and of the Occupiers of the Lands which may be required to be taken for the Purposes thereof, have been deposited with the respective Clerks of the Peace for the West Riding of the County of *York* and the Counties of *Lancaster* and *Westmoreland*: And whereas since the Deposit of the said Plans and Sections and Books of Reference an Alteration in the Line or Course of One of the proposed Alterations and Diversions has been deemed expedient, and it has also been deemed expedient to divert the Turnpike Road leading from *Skipton* to *Clitheroe*, and to carry the Line of the proposed *Skipton* Diversion of the said Railway across a certain Highway numbered 3 upon the said Plans so deposited as aforesaid upon the Level: And whereas it has also been deemed expedient that a Diversion or Alteration should be made in the Line of the *Lancaster* Branch of the *North-western* Railway as authorized by the said first-recited Act, not defined on the Plans and Sections nor referred to in the Books of Reference deposited as aforesaid; be it enacted, That before the Company shall commence the Works by this Act authorized they shall deposit for public Inspection with each of the said Clerks of the Peace an amended Plan and Section, with an amended Book of Reference thereto, authenticated by the Signature of the Right Honourable the Speaker of the House of Commons, which said Plans and Sections shall describe the whole of the proposed Works according to the altered Line or Course and Levels thereof; and the said Plans, Sections, and Books of Reference so deposited and to be deposited with the said Clerks of the Peace shall be kept by the said Clerks of the Peace; and it shall be lawful for the Company, subject to the Powers of Deviation contained in the "Railway Clauses Consolidation Act, 1845," to make and maintain the said Alterations and Diversions herein-after mentioned in the Main Line and the *Lancaster*

caster Branch of the said Railway as authorized by the said first-recited Act, and as delineated on the Plans therein referred to, with the Works herein-after mentioned, and all other proper Works and Conveniences connected therewith, in the Line or Course and upon the Lands delineated on the said Plans and referred to in the said Books of Reference so to be deposited as aforesaid, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the said Lands as may be required for such Purpose.

Line or Course of Alterations.

III. And be it enacted, That the Alterations and Diversions in the Main Line of the said Railway as authorized by the said first-recited Act shall be the following; (that is to say,) an Alteration or Diversion commencing by a Junction with the Line of the *Leeds and Bradford Extension* Railway at or near a Field belonging to the Right Honourable the Earl of *Thanet*, and in the Occupation of *Joseph Myers*, in the Township of *Skipton* otherwise *Skipton in Craven*, in the Parish of *Skipton* in the West Riding of the County of *York*, and terminating by a Junction with the Line of the said *North-western* Railway as authorized to be constructed in or near a Field numbered 1 in the Parish of *Broughton* in the said West Riding of the County of *York* on the Plans of the said Railway referred to in the said first-recited Act, which said Alteration or Diversion will pass from, in, through, or into, or be situate within the several Parishes, Townships, and extra-parochial or other Places following, or some of them; that is to say, *Skipton*, *Skipton-in-Craven*, *Carlton*, *Broughton*, *Broughton-in-Airdale*, *Elslack*, *Broughton-with-Elslack*, *Kildwick*, *Sturton*, *Stretton*, *Sterton*, *Stirton*, *Thorlby*, *Thorleby*, *Thoralby*, *Sterton-with-Thorlby*; and *Stirton-with-Thorlby*, all in the said West Riding of the County of *York*; an Alteration or Diversion commencing in or near a Field numbered 52 in the Parish of *Tunstall* in the County Palatine of *Lancaster* on the said Plans of the said Railway referred to in the said first-recited Act, and terminating by a Junction with the Line of the said *North-western* Railway as authorized to be constructed in or near a Field numbered 110 in the Parish of *Kirkby Lonsdale* in the County of *Westmoreland*, on the said Plans, which said last-mentioned Alteration or Diversion will pass from, in, through, or into, or be situate within the several Parishes, Townships, and extra-parochial or other Places following, or some of them, that is to say, *Tunstall*, *Leck*, *High Leck*, *Low Leck*, *Burrow*, *High Burrow*, *Low Burrow*, *Over Burrow*, *Overtown*, *Overborough*, and *Burrow-with-Burrow*, all in the County Palatine of *Lancaster*, and *Kirkby Lonsdale*, *Casterton*, *High Casterton*, *Low Casterton*, *Barbon*, *Beckfoot*, and *Barbon Beckfoot*, all in the County of *Westmoreland*; an Alteration or Diversion commencing by a Junction with the Line of the said *North-western* Railway as authorized to be constructed at or near a Field numbered 3 in the Parish of *Sedbergh* in the said West Riding of the County of *York* on the Plans of the said Railway referred to in the said first-recited Act, and terminating by a Junction with the Line of the *Lancaster and Carlisle* Railway at or near *Low Park* otherwise *Dillicar Low Park* in the Parish of *Kendal* otherwise *Kirkby Kendal* otherwise *Kirkby-in-Kendal* in the said County of *Westmoreland*, which said last-mentioned Alteration

ation or Diversion will pass from, in, through, or into, or be situate within the several Parishes, Townships, and extra-parochial or other Places following, or some of them, that is to say, *Sedbergh*, *Marthwaite*, *Howgill*, *Upper Bland*, *Nether Bland*, *Howgill-with-Bland*, *Soobank*, *Frostrow*, *Frastrow*, *Cautley*, and *Dowbiggin*, all in the West Riding of the County of *York*, and *Kirkby Lonsdale*, *Middleton*, *Kendal*, *Kirkby Kendal*, *Kirkby-in-Kendal*, *Dillicar*, *Dillicar Smithy*, *Bretherdale*, *Borrowdale*, *Langdale*, *Whinfell*, *Orton*, and *Tebay*, all in the said County of *Westmoreland*.

Line or Course of Alteration in Lancaster Branch.

IV. And be it enacted, That the Alteration and Diversion in the *Lancaster* Branch of the said Railway as authorized by the said first-recited Act shall commence in or near a Field numbered 149 in the Parish of *Lancaster* on the Plans of the said Railway referred to in the said first-recited Act, and shall terminate in or near a Field numbered 183 in the same Parish on the said Plans, which said Alteration or Diversion will be wholly situate within the said Parish of *Lancaster*.

A Towing Path of Nine Feet wide on the South Side of the Leeds and Liverpool Canal in the Parish of Skipton to be left by Railway Company.

V. And be it enacted, That no Part of the said Railway, or any Works belonging thereto, shall be brought nearer to the Southerly Side of a certain Canal called "The *Leeds and Liverpool* Canal," at a certain Place called *Niffany* in the Parish of *Skipton* aforesaid, than a Distance of Nine Feet, which Space of Nine Feet at the least shall for ever hereafter be left and preserved as and for a Towing Path for the Use of the said Canal: Provided always, that if the said Railway Company in constructing their Works shall take down or remove the Wall at present standing on the South Side of the *Clitheroe* and *Skipton* Turnpike Road at *Niffany* aforesaid, the said Railway Company shall rebuild the same in a substantial Manner at the Edge or Boundary of the Towing Path farthest from the Canal, so as to leave a clear Space of Nine Feet herein-before required to be left and preserved for the Purpose aforesaid, such substituted Wall to be of the same Height and Dimensions as the present Wall, and to be completed to the Satisfaction of the Engineer of the Company of Proprietors of the said Canal, which said Wall, after the same shall have been completed as aforesaid, shall for ever hereafter belong to and be kept in sufficient Repair by or at the Expense of the said Company of Proprietors.

Power to abandon Portion of Line of Railway.

VI. And be it enacted, That the said Company shall and they are hereby required to abandon so much of the Main Line and *Lancaster* Branch of their Railway as authorized by the said first-recited Act as by reason of the Alterations or Diversions by this Act authorized will become unnecessary, and from and after the passing of this Act all the Powers and Authorities vested in the Company by the said first-recited Act for making and maintaining such Portions of the said Railway shall cease and determine.

Certain Roads may be crossed on the Level.

VII. And be it enacted, That, subject to the Provisions in the Railways Clauses Consolidation Act, 1845, contained, in reference to the crossing of Roads on the Level, it shall be lawful for the Company,

pany, in the Construction of the Railway by this Act authorized to be made, to carry the same across the Highways herein-after mentioned on the Level thereof; (that is to say,)

A Highway numbered 14 in the Parish of *Tunstall* in the Plan and Book of Reference deposited as herein-before mentioned:

A Highway numbered 3 in the Parish of *Skipton* on the said Plan and Book of Reference.

Company to erect a Station or Lodge at Points of crossing, and to abide by Regulations of Commissioners of Railways.

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

Provision as to certain Road.

IX. Provided always, and be it enacted, That as regards the Road marked as herein-after mentioned on the said Plan and Book of Reference deposited as aforesaid it shall be lawful for the Company to make the Rates of Inclination of such Road when altered as follows; (that is to say,)

A Highway No. 13 in the Parish of *Kirkby Lonsdale*, One in Seven.

Lands for extraordinary Purposes.

X. And be it enacted, That it shall be lawful for the Company to purchase any Quantity of Land for extraordinary Purposes not exceeding Ten Acres, in addition to the Lands which the Company are authorized by the said recited Acts to take for such Purposes.

Limiting Period for compulsory Purchase of Lands.

XI. And be it enacted, That 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.

XII. And be it enacted, That the said Railway and Works hereby authorized shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the said former Acts granted to the Company for executing the same shall cease to be exercised, except as to so much of the same as shall then be completed.

As to Junction with Leeds and Bradford Railway.

XIII. And be it enacted, That no Communication between the Railway hereby authorized and the Railway and Land of the *Leeds and Bradford* Railway Company shall be made, except the Junction shown

shown on the said Plans and Sections, or a Junction within the Limits of Deviation as marked or shown upon the said Plans, without the written Consent of the said *Leeds and Bradford* Railway Company under their Common Seal first obtained; and the Junction to be made at such Point, as well as all such Openings in the Ledges or Flanches of the said Railway of the said *Leeds and Bradford* Railway Company as may be required for the said Junction, shall be made under the Direction and Superintendence and to the Satisfaction of the Engineer for the Time being of the said *Leeds and Bradford* Railway Company.

As to watching the Junction with the Leeds and Bradford Railway.

XIV. Provided always, and be it enacted, That at the said Junction with the Railway of the said *Leeds and Bradford* Railway Company it shall be lawful for the *Leeds and Bradford* Railway Company to employ proper Persons to be constantly stationed at the Point of such Junction, and to give to such Persons such Instructions as they may deem necessary for the Purpose of preventing Collisions between Trains passing upon the Railway of the said *Leeds and Bradford* Railway Company and Trains passing upon the Railway by this Act authorized, and such Persons shall be under the Control of the *Leeds and Bradford* Railway Company; and the said *North-western* Railway Company shall from Time to Time, half-yearly, repay to the *Leeds and Bradford* Railway Company the Wages of the Persons so to be employed, and the Costs and Expenses to be incurred in relation to the Matters aforesaid; such Wages, Costs, and Expenses, in case of Dispute about the same, to be settled by Two Justices.

Damages to Leeds and Bradford Railway to be made good.

XV. And be it enacted, That in case, during the Construction of the Works for joining the Railway by this Act authorized with the Railway of the said *Leeds and Bradford* Railway Company, or at any Time after such Works shall have been completed, any Damage or Injury shall be thereby occasioned to the Railway of the said *Leeds and Bradford* Railway Company, or the Traffic thereupon shall be in any way interrupted, the said *North-western* Railway Company shall and they are hereby required to make good such Damage or Injury, and to reimburse the said *Leeds and Bradford* Railway Company all Costs and Expenses which they shall have incurred in consequence thereof.

Saving the Rights of the Leeds and Bradford Railway Company.

XVI. Provided always, and be it enacted, That nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in the *Leeds and Bradford* Railway Company, but saving and reserving to the said *Leeds and Bradford* Railway Company all the Rights, Privileges, and Franchises of the said Company, and also saving and reserving all Powers, Authorities, and Provisions in the several Acts relating thereto, as if this Act had not been passed.

For Protection of the Lancaster Canal Navigation,

XVII. And whereas the said Railway is intended to be carried through or under the Easternmost Arch of the Aqueduct of the *Lancaster* Canal which crosses the Valley of the *Lune* in the Township of *Bulk* in the County of *Lancaster*, and it is expedient to provide against Injury being occasioned to the said Aqueduct or to the

said Canal, or Obstruction to the Navigation thereof, by means of the said Railway being so carried as aforesaid; be it therefore enacted, That the said Railway Company shall and they are hereby authorized and required, at their Expense in all things, to make and construct all necessary Works for the Purpose of carrying the said Railway through or under the said Aqueduct at the Place where the said Railway, as delineated in the Plan thereof agreed upon between the said Railway Company and the said Canal Company, and deposited with the Clerk of the said Canal Company, is intended to pass through or under the said Aqueduct; and the said Railway Company shall, at their own Expense, from Time to Time and at all Times hereafter, maintain and support the Works under the said Aqueduct in good and substantial Repair, in such Manner as shall effectually prevent the said Aqueduct, Canal, Towing Path, and Works of the said Canal Company from being damaged or endangered by using the said Railway, which shall be so worked, as to Speed of the Trains, as to prevent any such Injury, if it shall be found likely to arise.

Damage to adjoining Lands occasioned by the Works of the Company to be made good.

XVIII. And be it enacted, That if the Works of the said Railway Company under the Easternmost Arch of the said Aqueduct shall cause any Obstruction to the free Passage of the Water of the River *Lune*, or any Injury or Damage to the Owners or Occupiers of Land on the Banks of the said River, then and in such Case the said Railway Company shall and they are hereby required from Time to Time to make full Compensation for such Injury or Damage, and to fully indemnify and keep harmless the said Canal Company therefrom, and from all Costs, Charges, Damages, and Expenses occasioned thereby, or in any other respect, in consequence of the said Line of the said Railway.

Damage to Lancaster Canal Navigation to be made good.

XIX. And be it enacted, That if by reason of the Construction of the said Works under the said Aqueduct, or in the Execution of any of the Works by this Act authorized to be made, or by reason of the bad or insufficient State of Repair of any such Works constructed under the said Aqueduct, or if by any Act or Neglect of the said Railway Company, or any of their Agents, Servants, or Workmen, the said *Lancaster* Canal Navigation or the Towing Path thereof shall be so obstructed as that Boats, Barges, or other Vessels, or the Horses towing or drawing such Boats, Barges, or Vessels, cannot freely and without Impediment or Danger pass upon or through the said Canal, and so often as the free Navigation of the said Canal shall be so obstructed by the said Railway, or by any of their Works or Acts, or by any of their Agents, Servants, or Workmen, then and in any of the said Cases the said Railway Company shall pay to the Company of Proprietors of the *Lancaster* Canal Navigation, as or by way of ascertained Damages, the Sum of Fifty Pounds for every Twenty-four Hours during which such Obstruction shall continue on the said Canal, and so in proportion for any less Time than Twenty-four Hours; and in default of Payment of the said Sum, or such Proportion thereof as shall become due, on Demand made by the Clerk or other Agent of the said Canal Navigation Company upon or from the Treasurer, Clerk, or any Officer of the said Railway Company, the

the said Company of Proprietors of the *Lancaster* Canal Navigation shall and may by Action at Law recover such Damages, together with full Costs of Suit, against the said Railway Company, by Action of Debt or on the Case in any of Her Majesty's Superior Courts of Law.

Saving Rights of Lancaster Canal Company.

XX. And be it enacted, That nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in the said Company of Proprietors of the *Lancaster* Canal Navigation in and by any of the Acts of Parliament passed relating to the said *Lancaster* Canal Navigation, but saving and reserving to the said Company of Proprietors of the *Lancaster* Canal Navigation all the Rights, Privileges, Powers, Authorities, and Provisions contained in the same Acts or any of them as if this Act had not been passed, save and except as herein is provided for.

Lancaster Canal Company may recover special Damage.

XXI. And be it enacted, That nothing herein contained shall extend to prevent the said Company of Proprietors of the *Lancaster* Canal Navigation from recovering against the said Railway Company any special Damage that may be sustained by the said *Lancaster* Canal Company in consequence of the Works to be executed by or for the said Railway Company under or through the said Aqueduct, or from any other Cause whatever arising from or occasioned by the Works of the said Railway Company, or on account of any other Act, Deed, Work, Neglect, or Default of the said Railway Company not herein provided for; and the said Company of Proprietors of the *Lancaster* Canal Navigation are hereby authorized to sue for and recover such special Damage from the said Railway Company by Action of Debt or on the Case in any of Her Majesty's Superior Courts of Law.

Lancaster Canal Company not answerable for Leakage.

XXII. And be it enacted, That the said Company of Proprietors of the *Lancaster* Canal Navigation shall not be answerable to the said Railway Company for or by reason of any Water leaking or oozing or escaping at any Time or Times from the said Canal and Aqueduct, or either of them.

Branch from the Morecambe Harbour Line to the Lancaster and Carlisle Railway required to be completed by 16th July 1851.

XXIII. And whereas by the *Morecambe* Harbour and Railway Act, 1846, the Company thereby incorporated was authorized to make a Branch Railway, commencing from their Main Line at or near *Poulton-le-Sands*, and terminating by a Junction with the *Lancaster and Carlisle* Railway at or near *William Lands* in the Township of *Slyne-with-Hest;* be it enacted, That the *North-western* Railway Company shall and they are hereby required to construct, complete, and open for public Traffic the whole of the said Branch Railway, together with all necessary Works and Conveniences to be connected therewith, on or before the Sixteenth Day of *July* One thousand eight hundred and fifty-one, and shall and they are hereby required for ever after that Date to maintain and keep the same in perfect Order and Repair, and that such Branch Railway, Works, and Conveniences shall be constructed and maintained in the Line and on the Level shown by the Plans and Sections deposited as in the said recited Act mentioned, or within the Limits of such Deviation

tion of Line or Variation of Level as the said *North-western* Railway Company have now the Power to construct the same, and (as regards Construction and Character of the Railway and Works) the same shall be and shall from Time to Time be maintained, altered, and continued (as the Case may be) at least equal in all respects from Time to Time to the other Line of Railway between *Poulton* and *Lancaster*, authorized by the said recited *Morecambe* Harbour and Railway Act, 1846; and it shall not be lawful for the said *North-western* Railway Company or the Directors thereof to make or declare or pay to any Proprietor of any Share in the *North-western* Railway any Dividend or Interest (or any Money in lieu of or in the Nature of Dividend or Interest) after the Sixteenth Day of *July* One thousand eight hundred and fifty-one, unless and until the said Branch Railway from *Poulton* to *William Lands* shall have been constructed, completed, and opened in the Manner herein-before directed.

As to Communication with the Lancaster and Carlisle Railway.

XXIV. And be it enacted, That all Communications between the Railways hereby and by the said *Morecambe* Harbour and Railway Act, 1846, authorized, and the *Lancaster and Carlisle* Railway, shall be effected in a substantial and workmanlike Manner, by means of Connexion Rails and Points of the Construction and laid in the Manner most approved from Time to Time and to the entire Satisfaction of the Engineer for the Time being of the *Lancaster and Carlisle* Railway Company.

Company not to take Property of Lancaster and Carlisle Railway Company, or interfere with their Works.

XXV. And be it enacted, That it shall not be lawful for the said *North-western* Railway Company, or for any other Person, either permanently or temporarily, to enter upon, take, or use, for the Purposes of this Act, or of the said recited *Morecambe* Harbour and Railway Act, 1846, any of the Land or Property of the said *Lancaster and Carlisle* Railway Company, or which they may under any Act of Parliament have the Right to purchase, or in any Manner to alter, vary, or interfere for the Purposes of this Act with the said *Lancaster and Carlisle* Railway, or of any of the Works appertaining thereto, save only for the Purpose of effecting the Junctions hereby and by the said *Morecambe* Harbour and Railway Act, 1846, authorized, in manner aforesaid.

Saving the Rights of the Lancaster and Carlisle Railway Company.

XXVI. And be it enacted, That nothing in this Act, or in the said recited *Morecambe* Harbour and Railway Act, 1846, contained, shall prejudice, diminish, or take away any of the Rights, Privileges, Powers, Franchises, or Authorities of or vested in or belonging to the said *Lancaster and Carlisle* Railway Company under or by virtue of any Act of Parliament, but all their Rights, Powers, Franchises, and Authorities under their several Acts of Parliament are hereby expressly saved and reserved.

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

XXVII. And be it enacted, That it shall not be lawful for the said Company, out of any Money by any existing Act relating to the said Railway Company authorized to be raised for the Purposes of such Act, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament now in force or hereafter to be in force may be required to be deposited in respect of any Appli-

cation to Parliament for the Purpose of obtaining an Act authorizing the said Company to construct any other Railway or execute any other Work or Undertaking.

Railway to be subject to the Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., and 9 & 10 Vict. cc. 57. 105.

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

Railway to be subject to Provisions of future general Railway Acts.

XXIX. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railway by this or the said recited Acts authorized to be made from the Provisions of any general Act relating to such Acts, or of any general Act relating to Railways, 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 authorized by the said recited Acts or this Act.

Expenses of Act.

XXX. And be it enacted, That all the Costs, Charges, and Expenses of and attending the passing of this Act or incidental thereto shall be paid by the said Company out of the first Monies that shall come to their Hands, and in preference to any other Payment whatsoever.

Short Title of Act.

XXXI. And be it enacted, That in citing this Act in other Acts of Parliament, and in legal Instruments and other Proceedings, it shall be sufficient to refer to and describe it by the Title of "The "*North-western* Railway (Diversions at *Skipton, Casterton, Sedbergh,* "and *Bulk*) Act, 1848."

Public Act

XXXII. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such.

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