ANNO DECIMO QUARTO

VICTORIÆ REGINÆ.

****

Cap. xxi.

An Act for making a Railway from the *Chester and Holyhead* Railway near *Bangor* to *Port Dinorwic* and *Caernarvon*. [20th *May* 1851.]

WHEREAS the making of a Railway from the *Chester and Holyhead* Railway at or near *Bangor* in the County of *Caernarvon* to or near to the Town of *Caernarvon* would be of great public Advantage: And whereas the Persons hereafter named, together with other Persons, are willing, at their own Expense, to carry such Undertaking into execution; but the same 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,

I. That "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act, save as to such Parts thereof as may be modified by or inconsistent with the Provisions of this Act, or are otherwise provided for.

Certain Provisions of 8 & 9 Vict. cc. 16. 18. and 20. incorporated with this Act.

II. That

Short Title.

II. That in citing this Act in other Acts of Parliament, and in legal Instruments, Parliamentary Notices, and other Proceedings, it shall be sufficient to use the Expression "The *Bangor and Caernarvon* Railway Act, 1851."

Subscribers incorporated.

III. That *William Munt*, *William M'Cormick*, *Samuel Holme*, *James Holme*, *Robert Daglish*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway herein-before mentioned, with proper Works and Conveniences belonging thereto, according to the Provisions of the said Acts and of this Act, and for other the Purposes herein and in the said Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Bangor and Caernarvon* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained.

Capital.

IV. And whereas the estimated Cost of the said Railway will amount to One hundred and twenty thousand Pounds: That the Share Capital of the said Company shall be One hundred and twenty thousand Pounds.

Number and Amount of Shares.

V. That the Number of Shares into which the said Capital shall be divided shall be Six thousand, and the Amount of each Share shall be Twenty Pounds.

Calls.

VI. That Four Pounds *per* Share shall be the greatest Amount of any One Call which the Company shall make on the Shareholders, and Ten Pounds of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share, and Three Months at the least shall be the Interval between successive Calls.

Interest or Dividend not to be paid on Calls out of the Company's Capital.

VII. That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said Railway Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein-before contained shall be deemed to prevent the said Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the

Calls actually made as shall be in conformity with the Provisions in the "Companies Clauses Consolidation Act, 1845," in that Behalf contained.

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

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

Power to borrow Money.

IX. That it shall be lawful for the Company to borrow on Mortgage or Bond any Sum not exceeding in the whole the Sum of Twenty thousand Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of One hundred and twenty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

Application of Money.

X. That all and every Part of the several Sums of Money hereby authorized to be raised by Shares or Mortgage or Bond shall be applicable only to the Objects and Purposes by this Act authorized.

Arrears may be enforced by Appointment of a Receiver.

XI. That it shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver in the event of the Principal Money due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Five thousand Pounds in the whole.

First Directors.

XII. That *William Henri Thomas*, *Henry Steele*, *George Tyrrell*, *Arthur Sinclair*, and *Philip Hanbury* shall be the First Directors of the said Company.

Number of Directors.

XIII. That the Number of Directors of the said Company shall be Five, and the Qualification of a Director shall be the Possession in his own Right of Twenty Shares in the Undertaking.

Power to vary the Number of Directors.

XIV. That it shall be lawful for the Company from Time to Time to reduce the Number of Directors, provided that the reduced Number be not less than Three.

XV. That

Election of Directors.

XV. That the Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act; and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any of them, or may elect new Directors to supply the Place of those not continuing in Office; and at the corresponding Ordinary Meeting to be held in the next and every succeeding Year the Shareholders present, personally or by Proxy, shall elect Persons to supply the Place of the Directors then retiring from Office in rotation agreeably to the Provisions in the said "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 said "Companies Clauses Consolidation Act, 1845."

Quorum.

XVI. That the Quorum of a Meeting of Directors shall be Three.

Newspapers for Insertion of Advertisements.

XVII. That all Advertisements relating to the Affairs of the Company shall be inserted in at least One Paper published in the County of *Caernarvon*.

Power to make Railway according to deposited Plans.

XVIII. That, subject to the Provisions and Powers of Deviation contained in this and the said "Railways Clauses Consolidation Act, 1845," the said Railway shall be made in the Line or Course and upon the Lands delineated upon the Plans and Sections and described in the Books of Reference respectively deposited with the Clerk of the Peace for the County of *Caernarvon*, and according to the Levels described on the said Sections; and it shall be lawful for the said Company to enter upon, take, and use such of the said Lands as shall be necessary for the respective Purposes thereof.

Lands for extraordinary Purposes.

XIX. That it shall be lawful for the said Company to purchase and take any Quantity of Land not exceeding Twenty Acres for extraordinary Purposes connected with the Railway and Works by this Act authorized to be made.

Period within which Lands are to be purchased.

XX. 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 Two Years from the passing of this Act.

Period for Completion of Railway.

XXI. That after the Expiration of Four Years from the passing of this Act all the Powers hereby granted to the Company for making the Railway hereby authorized, or otherwise in relation thereto, shall

shall cease to be exercised, except as to so much of the same as shall then be completed.

Certain Roads may be crossed on the Level.

XXII. That, subject to the Provisions contained in the said "Railways Clauses Consolidation Act, 1845," with reference to the crossing of Roads on the Level, it shall be lawful for the Company, in the Construction of the Railway by this Act authorized to be made, to carry the same across the several Roads herein-after mentioned on the Level thereof; that is to say, the Roads numbered respectively on the Plans and in the Books of Reference herein-before referred to, 92 and 100 in the Parish of *Bangor*, 10, 46, and 81 in the Parish of *Llanfairisgaer*, and 6 and 23 in the Parish of *Llanbeblig*, all in the said County of *Caernarvon*.

Company to abide by Regulations of Commissioners of Railways as to Speed of Trains.

XXIII. That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Point where the said Railway crosses each of 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 to appoint a proper Person to watch or superintend any such level Crossing, 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 imposed.

Commissioners of Railways may require a Bridge to be erected in lieu of level Crossing.

XXIV. That it shall be lawful for the Commissioners of Railways, if it shall appear to them to be necessary for the Public Safety, at any Time, either before or after the Railway by this Act authorized to be made shall have been completed and opened for public Traffic, to require the Company, within such Time as the said Commissioners shall direct, and at the Expense of the Company, to carry any or either of the herein-before mentioned Roads either under or over the Railway by means of a Bridge or Arch, in lieu of crossing the same on the Level, and to execute such other Works as under the Circumstances of the Case shall appear to the said Commissioners the best adapted for removing or diminishing the Danger arising from any such level Crossing.

As to Communication with the

XXV. That the Railway hereby authorized to communicate with the *Chester and Holyhead* Railway shall communicate therewith at the

Chester and Holyhead Railway.

the Point where, according to the Plans deposited as in this Act mentioned, such Railway appears to communicate therewith, or at a Point Twelve Chains or thereabouts nearer to the Bridge carrying the said *Chester and Holyhead* Railway over the Turnpike Road leading from *Caernarvon* to the *Menai Bridge*, and at no other Points, without the Consent in Writing of the *Chester and Holyhead* Railway Company under their Common Seal; and that all Communications between the said Railway hereby authorized and the said *Chester and Holyhead* 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 of from Time to Time, and to the entire Satisfaction of the Engineer for the Time being of the said *Chester and Holyhead* Railway Company.

Communications with the Chester and Holyhead Railway to be made at the Expense of the Bangor and Caernarvon Railway Company.

XXVI. That the Expense of the Communications hereby authorized with the *Chester and Holyhead* Railway, and of all necessary Openings in the Rails thereof, and of all other Works which may from Time to Time be requisite for effecting, altering, amending, repairing, and maintaining such Rails and Points, and of regulating and adjusting the same, shall be borne and paid by the *Bangor and Caernarvon* Railway Company; and that all such Communications, Openings, and Works shall not only be in the first instance made and done, but shall also from Time to Time, at the Expense of the said *Bangor and Caernarvon* Railway Company, be altered, amended, repaired, and maintained, to the Satisfaction of the Engineer for the Time being of the said *Chester and Holyhead* Railway Company on each Occasion, and in such Manner and Form and by such Ways and Means as shall not in anywise prejudice or injure the said *Chester and Holyhead* Railway, or impede, obstruct, or interfere with the free, uninterrupted, and safe Passage along the same.

Company not to take Property of Chester and Holyhead Railway Company, or interfere with their Railway or Works.

XXVII. That, notwithstanding anything in this Act contained, it shall not be lawful for the *Bangor and Caernarvon* Railway Company, or for any other Company, or for any Person under or in execution of this Act, or for any other Purpose, either permanently or temporarily, to enter upon, take, or use any of the Land or Property of the said *Chester and Holyhead* Railway Company, or which they have Power to take under their Acts of Parliament, or to construct any Railways or Branch Railways across the same, either on the Level or otherwise, or in any Manner to alter, vary, or interfere with the said *Chester and Holyhead* Railway, or any of the Works appertaining thereto, save only for the Purpose of effecting the Junction hereby authorized in manner aforesaid.

Saving Rights of the Chester and

XXVIII. That nothing in this Act contained shall prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, Franchises,

chises, or Authorities of or vested in or belonging to the said *Chester and Holyhead* Railway Company, but all their Rights, Privileges, Powers, Franchises, and Authorities under their several Acts of Parliament and otherwise are hereby expressly saved and reserved as against and with respect to the said *Bangor and Caernarvon* Railway Company. Holyhead Railway Company.

Power to enter into Contracts with the Chester and Holyhead Railway Company.

XXIX. That it shall be lawful for the said Company, and also for the *Chester and Holyhead* Railway Company, by and with the Authority and Approbation of Three Fifths in Value of the Proprietors present, either personally or by Proxy, at some General Meeting of each of the said Companies specially convened for the Purpose, from Time to Time to make and enter into Contracts or Agreements for working and using the Railway by this Act authorized to be constructed, or any Part or Parts thereof respectively, or for the Maintenance and Repair thereof, or for or in respect of the Traffic passing along the same or any Part thereof, and also along the *Chester and Holyhead* Railway or any Part thereof, as the said Companies may deem advisable, subject to the Provisions of the "Railways Clauses Consolidation Act."

Company to make Communications required by the Admiralty, and not to deviate from centre Line without Consent.

XXX. That in constructing the said Railway near to or skirting any Part or Parts of the *Menai Straits* the said Company shall construct such Communications across, over, or under the said Railway as shall be directed or approved of by the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid; and in constructing the said Railway near to or skirting any Part or Parts of the *Menai Straits* the same shall not deviate from the Site shown by the central Black Line on the Plan deposited at the Admiralty, without the previous Consent of the said Lord High Admiral or the said Commissioners; and no Direction, Approval, or Consent hereby required of the said Lord High Admiral or the said Commissioners shall be sufficient or of any Avail unless the same be signified in Writing under the Hand of the Secretary of the Admiralty; and if such Communications shall not be made, or if any Part or Parts of the said Railway or Works connected therewith shall be commenced or completed contrary to or not in conformity with such Direction, Approval, or Consent, it shall be lawful for the said Lord High Admiral or the said Commissioners to make such Communications across, over, or under the said Railway, and to alter, abate, and remove such Part or Parts of the said Railway near to or skirting the said Straits, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due to the Crown, and be recoverable accordingly with Costs of Suit.

XXXI. That

Admiralty may order Survey of Works, at the Expense of the Company.

XXXI. That if, after Working Drawings of the Works hereby authorized shall have been submitted to the Lord High Admiral of the United Kingdom, or to the Commissioners for executing the Office of Lord High Admiral, it shall be deemed expedient by him or them to order a local Survey and Examination of such Works or of the intended Site thereof, the Company shall defray the Costs of such local Survey and Examination, and the Amount thereof shall be a Debt due to Her Majesty from the Company, and if not paid upon Demand may be recovered as a Debt due to the Crown, with the Costs of Suit, or may be recovered, with Costs, as a Penalty is or may be recoverable from the Company.

Power for Admiralty to remove abandoned or decayed Works, at the Expense of Company.

XXXII. That if any Part of the Railway or Works to be constructed by the Company in or which skirts the said Straits, or crosses any tidal Water or navigable River, or if any Portion of the Railway or Works which affects any such Water or River or Access thereto shall be abandoned or suffered to fall into Disuse or Decay, it shall be lawful for the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs of Suit.

Tolls.

XXXIII. That the Company may lawfully demand for the Use of the Railway hereby authorized any Tolls not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandise.

1. In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, as follows:

For all Coals, Stones for building, pitching, and paving, Clay, Sand, Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile not exceeding One Penny; and if conveyed by Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Coke, Culm, Charcoal, and Cinders, all Bricks, Tiles, Slates, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings, all Lead Ore, Calamine, Black Jack or Blend Ore, Pig and Bar Lead, Sheet Lead, Litharge, Brass and Spelter in Ingots, Copper Ore, burnt or roasted Copper Ore, Regule of Copper, Precipitate of Copper, Cake Copper, Tile Copper, Sheet Copper, or other Articles of Metal not manufactured into Utensils or other Articles of Merchandise, *per* Ton *per* Mile not exceeding

ing One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Stones, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings:

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

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

And a like Sum of Twopence *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding Twopence.

Tolls for Passengers and Cattle.

2. In respect of Passengers and Animals conveyed upon the Railway, as follows:

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

For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, *per* Mile not exceeding Threepence; and for every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Penny:

For every Calf, Pig, or Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile not exceeding One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Farthing.

Tolls for propelling Power.

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

Regulations as to fixing the Tolls.

XXXV. That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; that is to say,

For Persons conveyed in First and Second Class Carriages, or for any Articles conveyed on the Railway for a less Distance than Six Miles, the Company may demand Tolls and Charges as for Six Miles:

For a Fraction of a Mile beyond Six Miles or beyond any greater Number of Miles the Company may demand Tolls on Merchandise for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect 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 Toll according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

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

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, Ash, or Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

And with respect to small Packages, and single Articles of great Weight, the Company may lawfully demand the Tolls following; that is to say,

For the Carriage of any Parcel not exceeding Seven Pounds in Weight, for any Distance Fourpence:

For any Parcel exceeding Seven Pounds and not exceeding Fourteen Pounds in Weight, for any Distance Eightpence:

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

For any Parcel exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds in Weight, for any Distance Two Shillings:

For any Parcel exceeding Fifty-six Pounds and 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 in separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, Bob, 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

exceed Eight Tons, the Company may demand such Sum as they from Time to Time may 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 Rates of Charges for Passengers.

XXXVI. That the maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the said Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums:

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 Farthing *per* Mile:

For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny Halfpenny *per* Mile.

For Cattle, Goods, &c.

XXXVII. That the maximum Rate of Charge to be made by the Company for the Conveyance of Horses, Cattle, Carriages, and Goods, including the Tolls for the Use of the Railway, and Waggons or Trucks, and locomotive Power, and every Expense incidental to such Conveyance, (except the loading and unloading of Goods, where such Service is performed by the Company,) shall not exceed the following Sums:

For every Horse, or other Beast of Draught or Burden, except Neat Cattle, before classed with Horses, Sixpence *per* Mile:

For Neat Cattle, Threepence *per* Head *per* Mile:

For every Calf or Pig, One Penny Halfpenny *per* Mile:

For every Sheep, Lamb, or other small Animal, One Penny *per* Mile:

For every Four-wheel Carriage, Sixpence *per* Mile:

For every Two-wheel Carriage, Fourpence *per* Mile:

For Coal, and other Articles herein-before classed therewith, the Sum of Twopence *per* Ton *per* Mile:

For Coke, and other Articles herein-before classed therewith, the Sum of Twopence Halfpenny *per* Ton *per* Mile:

For Sugar, and other Articles herein-before classed therewith, the Sum of Threepence *per* Ton *per* Mile:

For Cotton, and other Goods and Articles herein-before classed therewith, the Sum of Fourpence *per* Ton *per* Mile.

XXXVIII. That

Restriction as to Charges not to apply to Special Trains.

XXXVIII. That the Restriction as to the Charges to be made for Passengers shall not extend to any special or extra Train, but shall apply only to the ordinary Trains appointed or to be appointed from Time to Time by the said Company.

Company may take increased Charges by Agreement.

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

Regulations as to Passengers Luggage.

XL. That without extra Charge it shall be lawful for every Passenger travelling upon or along the said Railway in a First-class Carriage to take with him his ordinary Luggage not exceeding One hundred Pounds in Weight, and every Passenger travelling in a Second-class Carriage may take with him his ordinary Luggage not exceeding Sixty Pounds in Weight, and every Passenger travelling in a Third-class Carriage may take with him his ordinary Luggage not exceeding Forty Pounds in Weight.

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

XLI. That nothing in this Act contained shall be held to exempt the said Railway or the said Company from the Provisions of the several Acts respectively herein-after referred to, that is to say, 1 and 2 Vict. c. 98, 3 and 4 Vict. c. 97, 5 and 6 Vict. c. 55, 7 and 8 Vict. c. 85, 9 and 10 Vict. c. 57, and 9 and 10 Vict. c. 105, but that the Provisions of the said Acts respectively shall be in force in respect to the said Railway and Company so far as the same shall be applicable thereto.

Railway not exempt from Provisions of future General Acts.

XLII. That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made from the Provisions of any General Act relating to this Act, or of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act.

Saving the Rights of T. A. Smith, Esq., under an Agreement of 26th Dec. 1850.

XLIII. That nothing herein contained shall prejudice or affect the Agreement bearing Date the Twenty-sixth Day of *December* One thousand eight hundred and fifty, and made between *Thomas Assheton Smith* Esq. of the One Part, and *William Munt* of *Moorgate*

gate Street in the City of *London*, Architect, acting for and on behalf of the Company hereby incorporated, but the said Agreement, and all the Clauses and Provisions thereof, shall, as between the said *Thomas Assheton Smith* and the Company, be binding upon the said *Thomas Assheton Smith* and the Company respectively, according to the true Intent and Effect thereof, anything in this Act contained notwithstanding.

Saving the Rights of J. G. Griffith, Esq., under an Agreement of 13th March 1851.

XLIV. That nothing herein contained shall prejudice or affect the Agreement bearing Date the Thirteenth Day of *March* One thousand eight hundred and fifty-one, and made between *John Griffith Griffith* Esq. of the One Part, and *William Munt* of *Moorgate Street* in the City of *London*, Architect, acting for and on the Behalf of the Company hereby incorporated, of the other Part, but the said Agreement, and all the Clauses and Provisions thereof, shall, as between the said *John Griffith Griffith* and the Company, be binding upon the said *John Griffith Griffith* and the Company respectively, according to the true Intent and Effect thereof, anything in this Act contained notwithstanding.

Saving the Rights of Miss Mary Matilda Crawley, under an Agreement of 27th Feb. 1851.

XLV. That nothing herein contained shall prejudice or affect an Agreement bearing Date the Twenty-seventh Day of *February* One thousand eight hundred and fifty-one, and made between *Mary Matilda Crawley* of *Monkton Combe* in the County of *Somerset*, Spinster, of the One Part, and *William Munt* of *Moorgate Street* in the City of *London*, Architect and Surveyor, acting for and on behalf of the Company by this Act incorporated, of the other Part, but the said Agreement, and all the Clauses and Provisions thereof, shall, as between the said *Mary Matilda Crawley* and the said Company, be binding upon the said *Mary Matilda Crawley* and the said Company respectively, according to the true Intent and Effect thereof, anything in this Act contained to the contrary notwithstanding.

Company to construct a Station on the Lands of M. M. Crawley.

XLVI. That in making the Railway by this Act authorized to be made the Company shall and are hereby required, at their own Expense, to erect, construct, and build, in a substantial and workmanlike Manner, and for ever repair and maintain in fit and proper Condition, in, at, and upon certain Lands of the said *Mary Matilda Crawley* situate at *Treborthuchaf* in the Parish of *Bangor* aforesaid, and intended to be taken by the said Company under the Powers of this Act for the Purpose of the same, at or near the Spot provided by the said Agreement of the 27th Day of *February* 1851, herein-before referred to, and the Map or Plan annexed to such Agreement, a proper Station, with all necessary Buildings, Conveniences, and Approaches thereto, for the Stoppage, Convenience, and Use of all Trains

(except Special, Express, or Mail Trains), and shall cause all Trains passing on the said Railway (except Special, Express, or Mail Trains) to stop a convenient Time at such Station, for the Purpose of taking up and depositing Passengers, Horses, Cattle, Goods, and Articles of Merchandise.

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