ANNO VICESIMO OCTAVO & VICESIMO NONO

VICTORIÆ REGINÆ.

****

Cap. ccxxxiv.

An Act to incorporate a Company for making and maintaining a Railway from the *Peterston* Station of the *South Wales* Railway to *Cadoxton-juxta-Barry*, with a Branch to *Sully*, all in the County of *Glamorgan*; and for other Purposes.

[5th *July* 1865.]

WHEREAS the making of a Railway from the *South Wales* Railway near *Peterston* Station to *Cadoxton-juxta-Barry*, with a Branch therefrom to *Sully*, all in the County of *Glamorgan*, would be of great public Advantage: And whereas the several Persons herein-after named, with others, are willing at their own Expense to carry the same into execution: And whereas Plans and Sections showing the Lines and Levels of the proposed Railways, and the Lands which the Company are by this Act authorized to acquire, and a Book of Reference to those Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of those Lands, have been deposited with the Clerk of the Peace for the County of *Glamorgan:* And whereas it is expedient that the Company incorporated by this Act and the *Great Western* Railway Company should be empowered to enter into and carry into effect Agreements as in this Act is provided: And whereas the Objects of

this Act cannot be attained without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

Short Title.

1. This Act may for all Purposes be cited as "The *Barry* Railway Act, 1865."

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," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to the Construction of a Railway) of "The Railways Clauses Act, 1863," so far as the same are respectively applicable to and are not altered or otherwise provided for by this Act, shall be incorporated with and form Part of this Act.

Interpretation of Terms.

3. In construing this Act the Expression "the Company" shall mean the *Barry* Railway Company by this Act incorporated; and the Expression "the Railways" shall mean the Railways, Stations, Works, and Conveniences connected therewith 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 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.

Same Meanings to Words in incorporated Acts as in this Act.

4. The several Words and Expressions to which by the Acts wholly or partially incorporated with this Act Meanings are assigned have in this Act the same respective Meanings, unless excluded by the Subject or Context.

Company incorporated.

5. Sir *Ivor Bertie Guest* Baronet, *Robert Francis Lascelles Jenner*, *John Popkins Traherne*, *Hugh Jenner*, *John Jestyn Williams Fredricks*, *John Pyne*, 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, are by this Act united into a Company for the Purpose of making and maintaining the Railways and for other the Purposes of this Act, and for those Purposes are by this Act incorporated by the Name of "The *Barry* Railway Company," and by that Name shall be One 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 Purposes but subject to the Restrictions of this Act.

Capital.

6. The Capital of the Company shall be Seventy thousand Pounds, in Seven thousand Shares of Ten Pounds each.

7. Two

Calls.

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

Shares not to issue until One Fifth paid up.

8. It shall not be lawful for the Company to issue any Shares 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 Part of the Amount of such Share shall have been paid in respect thereof.

Power to borrow on Mortgage.

9. The Company from Time to Time may borrow on Mortgage any Sums not exceeding in the whole Twenty-three thousand Pounds, but no Part thereof shall be borrowed until the whole of the Capital of Seventy thousand Pounds is subscribed for and One Half thereof is paid up, and the Company has proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that Shares for the whole of the Capital have been issued and accepted, and that One Half of such Capital has been paid up, and that not less than One Fifth Part of the Amount thereof has been paid on account of each separate Share before or at the Time of the Issue or Acceptance thereof, and that such Shares were issued *bonâ fide* and are held by the Subscribers or their Assigns, and that for such Shares such Subscribers or their Assigns are legally liable.

Arrears may be enforced by Appointment of Receiver.

10. The Mortgagees under this Act may enforce the Payment of the Arrears of Interest, or of Principal and Interest, due on their respective Mortgages by the Appointment of a Receiver, and the Amount to authorize a Requisition for a Receiver shall be Two thousand Pounds.

Application of Monies.

11. All and every Part of the Money raised under this Act, whether by Shares or borrowing, shall be applied only for Purposes authorized by this Act.

First Ordinary Meeting.

12. The First Ordinary Meeting of the Company shall be held within Six Months after the passing of this Act.

Number of Directors.

13. The Number of Directors shall be Six; provided always, that the Company from Time to Time may reduce the Number of Directors, so as the Number be not more than Six nor less than Three.

Qualification of Directors.

14. The Qualification of a Director shall be the Possession in his own Right of Shares to the aggregate nominal Amount of Three hundred Pounds.

15. The

Quorum.

15. The Quorum of a Meeting of Directors shall be Three as long as the Number of Directors shall be more than Three, and Two when the Number shall be Three.

First Directors.

16. Sir *Ivor Bertie Guest* Baronet, *Robert Francis Lascelles Jenner*, *John Popkins Traherne*, *Hugh Jenner*, *John Jestyn Williams Fredricks*, and *John Pyne* shall be the First Directors of the Company.

Election of Directors.

17. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting held after the passing of this Act, and at that Meeting the Shareholders present, personally or by proxy, may either continue in Office the Directors appointed by this Act or any of them, or the Meeting may elect a new Body of Directors, or so many Directors as are required to supply the Place of those not continued in Office, the Directors appointed by this Act being, if qualified, eligible for Re-election.

Subsequent Election of Directors.

18. At the First Ordinary Meeting to be held in every Year after the First Ordinary Meeting the Shareholders present, personally 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 Companies Clauses Consolidation Act, 1845."

Newspaper for Advertisements.

19. The Newspaper for Advertisements shall be any Newspaper published in the County of *Glamorgan*.

Power to make Railways authorized by this Act.

20. Subject to the Provisions of this Act and of the Acts wholly or partially incorporated herewith, the Company may from Time to Time enter upon, take, and use all or any of the Lands defined on the deposited Plans and described in the deposited Books of Reference, and may from Time to Time make and maintain, in the Lines and according to the Levels shown on the deposited Plans and Sections, and in and upon the said Lands, the Railways following, with all proper and necessary Works, Stations, Conveniences, Embankments, and Approaches connected therewith or incident thereto; (that is to say,)

No. 1. A Railway commencing in the Parish of *Peterston-super-Ely* in the County of *Glamorgan*, by a Junction with the *South Wales* Railway at a Point Five hundred Yards or thereabouts in an Easterly Direction from the *Peterston* Station of that Railway, and terminating in the Parish of *Cadoxton-juxta-Barry* in the same County:

No. 2. A Railway commencing in the said Parish of *Cadoxton-juxta-Barry* by a Junction with the intended Railway No. 1. herein-before described, and terminating in the Parish of *Sully* in the said County of *Glamorgan*.

Not to take Lands or interfere with Railway of Great Western Railway Company, except for the Purpose of a Junction.

21. Notwithstanding anything herein or in the incorporated Acts contained, it shall not be lawful for the Company, nor any Person acting under or in execution of this Act, to enter upon, occupy, or use either permanently or temporarily any of the Lands, Works, or Property of the *Great Western* Railway Company, or in any Manner to alter, vary, or interfere with their Railway or Works, without the Consent of that Company under their Common Seal, save only for the Purpose of effecting the Junction and Communication by this Act authorized, and such Junction and Communication shall be effected in the Manner prescribed by Part I. of the "Railways Clauses Act, 1863."

Gauge of Railways.

22. The Company shall, if required to do so by the *Great Western* Railway Company, so construct their Works as that the Railway shall admit of Broad-gauge Rails being laid thereon as well as Narrow-gauge Rails, and the Company may complete and open their Railway on either Gauge: Provided, that if at any Time after the Completion and opening of the Railway on the Narrow Gauge the *Great Western* Railway Company shall be desirous that Broad-gauge Rails should be laid thereon, the Company shall within such Time as shall be agreed upon between the Companies, or as in case of Difference shall be settled by Arbitration, lay the Broad-gauge Rails on the said Railway as well as the Narrow-gauge Rails, and the Cost incurred by them in and about the laying such Broad-gauge Rails shall be defrayed by them and by the *Great Western* Railway Company in equal Moieties.

Powers for compulsory Purchases limited.

23. 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 after the passing of this Act.

Lands for extraordinary Purposes.

24. The Company may purchase by Agreement, in addition to the Lands by this Act authorized to be purchased compulsorily, any Quantity of Land for the extraordinary Purposes specified in "The Railways Clauses Consolidation Act, 1845," not exceeding Five Acres.

Period for Completion of Works.

25. As regards the Road numbered on the deposited Plans 23, in the Parish of *St. Andrew's*, the Company shall carry the Railway over such Road by an Arch as herein-after mentioned instead of diverting such Road in the Manner described on the deposited Plans and the Sections thereto.

Width of Arches for carrying Railways over Roads.

26. In carrying the Railways over the under-mentioned Roads the Company may make the Arches for carrying the Railways over those Roads of such Width as the Company think fit, not being less than the Width herein-after stated in connexion with those Roads respectively; (that is to say,)

No. on Plan.	Parish.	Description of Road.	Width of Arch.
23	Saint Andrew's -	Public Road - -	20 Feet.
28	Saint Andrew's -	Public Road - -	20 Feet.
45	Saint Andrew's -	Public Road - -	20 Feet.
70	Saint Andrew's -	Public Road - -	20 Feet.
29	Saint George's - -	Public Road - -	20 Feet.
27	Cadoxton - -	Public Road - -	20 Feet.
33	Cadoxton - -	Public Road - -	20 Feet.
39	Cadoxton - -	Public Road - -	20 Feet.

Period for Completion of Works.

27. The Railways shall be completed within Five Years after 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 respectively 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.

28. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of the Reign of Her present Majesty, Chapter Twenty, a Sum of Four thousand eight hundred Pounds, being Eight *per Centum* upon Sixty thousand Pounds the Amount of the Estimate of the Expense of the Railways, has been deposited with the Court of Chancery in respect to the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Sum so deposited as aforesaid, or the Interest or Dividends thereof, 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 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 Railways 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 Sum so deposited 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 to the Lords Commissioners of Her Majesty's Treasury), conditioned for the Payment to Her Majesty, Her Heirs or Successors, of the Sum so deposited if the Company shall not within the Time limited 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 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 to the said Lords Commissioners, then such Sum of Money and the Interest or Dividends thereof, shall be paid 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 Interests 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 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 aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

29. It shall be lawful for the Company to demand any Tolls for the Use of the Railways not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandise

In respect of the Tonnage of Articles conveyed upon the Railways, or any Part thereof as follows:

For all Sorts of Manure and all undressed Materials for the Repair of Highways, and for all Coals, Culm, Ironstone, and Iron Ores, *per* Ton *per* Mile not exceeding One Halfpenny; and if conveyed

veyed in Carriages belonging to the Company, an additional Sum, *per* Ton *per* Mile not exceeding One Eighth of a Penny:

For all Coke, Charcoal, Pitwood, Limestone, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, and Sand, *per* Ton *per* Mile not exceeding One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Eighth of a Penny:

For all Iron, Lead, Tin and Tin Plates (except Nails, Utensils, or other Articles of Merchandise), *per* Ton *per* Mile not exceeding One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Eighth of a Penny:

For all Goods, Wares, Merchandise, Matters, or Things (for which no other Payment is herein imposed), *per* Ton *per* Mile not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

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 or conveyed on a Truck or Platform *per* Mile not exceeding Sixpence:

And a Sum not exceeding One Penny Halfpenny 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 and Animals.

30. In respect of Passengers and Animals conveyed in Carriages upon the Railways, as follows:

For every Person 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 *per* Mile not exceeding One Penny Halfpenny:

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

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

Tolls for propelling Power.

31. The Company may demand for the Use of Steam Engines or other moving Power, when provided by them for propelling Carriages, any Tolls not exceeding the following; (that is to say,)

For each Passenger or Animal, One Penny *per* Mile; for Coals, Culm, Coke, Ironstone and Iron Ore, and for Iron, Lead, Tin, and

and Tin and Tin Plates (except Nails, Utensils, or other Articles of Merchandise), Three Eighths of a Penny *per* Ton *per* Mile, and for other Goods One Halfpenny *per* Ton *per* Mile.

Regulations as to the Tolls.

32. The following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For Articles or Persons conveyed on the Railways for a less Distance than Three Miles, the Company may demand and receive the before-mentioned Rates, Tolls, and Charges for Conveyance, as the Case may be, for Three Miles:

For a Fraction of a Mile beyond Three Miles, or beyond any greater Number of Miles, the Company may demand Tolls for 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, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight; and so on in proportion for any smaller Quantity.

Tolls for small Parcels and single Articles of great Weight.

33. 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 (over the whole or any Part of the Line) of small Parcels not exceeding Seven Pounds in Weight, Threepence:

For any Parcel exceeding Seven Pounds but not exceeding Fourteen Pounds in Weight, Fivepence:

For any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, Sevenpence:

For any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, Ninepence:

For Parcels exceeding Fifty-six Pounds 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 Machinery, or single Piece of Timber or Stone, or any other single

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 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, or which, on account of the Length thereof, may require more than One Carriage, the Company may demand such Sum as they think fit.

Maximum Charges for Cattle and Goods.

34. Provided always, That the maximum Rate of Charge to be made by the Company for the Conveyance of Goods, Animals, and other Things, including the Toll for the Use of the Railways and of Waggons or Trucks, and locomotive Power, and every Expense incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading of Goods at any Terminal Station of such Goods, and for Delivery and Collection and any other Services incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the Company, shall not exceed the Sums following; (that is to say,)

For all Sorts of Manure and all undressed Materials for the Repair of Highways, and for all Coals, Culm, Ironstone, and Iron Ore, *per* Ton *per* Mile One Penny:

For all Coke, Charcoal, Pitwood, Limestone, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, and Sand, One Penny Halfpenny *per* Ton *per* Mile:

For all Iron, Lead, Tin and Tin Plates, except Nails, Utensils, or other Articles of Merchandise, One Penny Halfpenny *per* Ton *per* Mile:

For all Goods, Wares, or Merchandise, Matters or Things (for which no other Payment is herein imposed), Threepence *per* Ton *per* Mile:

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 or conveyed on a Truck or Platform, *per* Mile not exceeding Sixpence and not exceeding One Penny Halfpenny for every additional Quarter of a Ton which such Carriage may weigh:

For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, *per* Mile not exceeding Fourpence:

For every Ox, Cow, Bull, or Neat Cattle, conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence Halfpenny:

For every Calf or Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny Halfpenny:

35. Pro-

Maximum Charges for Passengers.

35. Provided also, That the maximum Rate of Charges to be made by the Company for the Conveyance of Passengers, including the Tolls for the Use of the Railways, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums; (to wit,)

For every Person conveyed in a First-class Carriage, Threepence *per* Mile:

For every Person conveyed in a Second-class Carriage, Twopence *per* Mile:

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

Definition of Terminal Station.

36. No Station is to be considered a Terminal Station in regard to any Goods conveyed on the Railways which have not been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered thereat to the Consignee.

Restriction as to Charges not to apply to Special Trains.

37. The Restrictions as to the Charges to be made for Passengers, Animals, Minerals, Goods, and Things do not extend to any Special Train that is required to run on the Railways, but apply only to the Ordinary and Express Trains from Time to Time appointed by the Company for the Conveyance of Passengers, Animals, Goods, and Things on the Railways.

Company may take increased Charges by Agreement.

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

Passengers Luggage.

39. Any Person travelling upon the Railways of the Company 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.

Authorizing Agreements with the Great Western Railway Company.

40. The Company and the *Great Western* Railway Company may from Time to Time enter into and carry in effect Agreements and Arrangements with reference to the laying down of additional Lines of Rails upon so much of the *South Wales* Railway as is situate between the Junction therewith of the Railway No. 1. by this Act authorized, and *Llantrissant* on the West and *Cardiff* and *Newport* on the East, and with reference to the Use by the Company of such additional Lines of Rails.

41. Except

Saving Rights of Great Western Railway Company.

41. Except as herein is provided, nothing in this Act contained shall prejudice, diminish, alter, revoke, or take away any of the Rights, Privileges, Powers, or Authorities of or vested in or belonging to the *Great Western* Railway Company, but all their Rights, Privileges, Powers, and Authorities are hereby expressly saved and reserved.

Interest not to be paid on Calls paid up.

42. 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."

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

43. 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.

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

44. This Act, or anything herein contained, shall not exempt the Railways to which this Act relates from the Provisions of any General Act relating to Railways or to 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 the Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges by this Act authorized, or of the Rates for small Parcels hereby authorized.

Expenses of Act.

45. All the Costs, Charges, and Expenses of and incidental to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

LONDON:
Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1865.