ANNO DECIMO SEPTIMO & DECIMO OCTAVO

VICTORIÆ REGINÆ.

**** ***

Cap. ccxviii.

An Act for making a Railway from the *South Wales* Railway at or near the Borough of *Carmarthen* to the Town of *Newcastle Emlyn*, with a view of being hereafter extended to the Town and Harbour of *Cardigan;* and for other Purposes.

[7th *August* 1854.]

WHEREAS the making of a Railway from the *South Wales* Railway at or near the Borough of *Carmarthen* to the Town of *Newcastle Emlyn* in the County of *Carmarthen* would be of great public and local Advantage: And whereas the Persons herein-after named, with others, 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, as follows; (that is to say,)

I. That "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation (8 & 9 Vict. cc. 16. 18.)

and 20 incorporated with this Act.

Consolidation Act, 1845," shall be incorporated with and form Part of this Act, save as to such of the Provisions thereof (if any) as may be expressly altered by this Act.

Short Title.

II. That in citing this Act for any Purpose it shall be sufficient to use the Expression "The *Carmarthen and Cardigan* Railway Act, 1854."

Incorporating Company.

III. That *John Lloyd Davies*, *Edward Crompton Lloyd Fitzwilliams*, *Richard David Jenkins*, *James Richard Lewes Lloyd*, *John Colby*, 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 Railways herein-after described, with all proper Works and Conveniences belonging thereto, according to the Provisions of this Act and the Acts incorporated herewith, and for other Purposes herein and in the said Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Carmarthen and Cardigan* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, 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 making the said Railway and Works is Two hundred and forty-seven thousand seven hundred Pounds: Be it enacted, That the Capital of the Company shall be Three hundred thousand Pounds, and all and every Part of the Money so to be raised shall be applied only in carrying into execution the Objects and Purposes of this Act.

Shares.

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

Calls.

VI. That Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Five Pounds *per* 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 not to be paid on Calls paid up.

VII. That it shall not be lawful for the Company, out of any Money by this Act or any other Act relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing,

borrowing, to pay any Interest 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; but nothing herein-before contained shall be deemed to prevent the 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 the Company's Capital.

VIII. That it shall not be lawful for the Company, out of any Money by this Act or any other Act relating to the Company 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 Company to construct any other Railway, or execute any other Work or Undertaking.

Power to borrow Money on Mortgage.

IX. That it shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of Eighty thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital Sum of Three hundred thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up; and all and every Part of the Moneys so to be borrowed on Mortgage or Bond shall be applied only in carrying into execution the Objects and Purposes of this Act.

First and other General Meetings.

X. That the First Ordinary Meeting of the Company shall be held within Three Months after the passing of this Act, and the future Ordinary Meetings shall be held in the Months of *January* or *February* and *August* or *September* in each Year; and all Meetings, whether ordinary or extraordinary, shall be held in *London*, *Newcastle Emlyn*, or at *Carmarthen*.

Number of Directors.

XI. That, subject to the Provisions herein-after contained for reducing the Number of Directors, the Number of Directors shall be Nine, and the Qualification of each Director shall be the Possession in his own Right of Fifty Shares in the Undertaking.

Election of Directors at first Ordinary Meeting.

XII. 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 Number of them, or may elect a new Body of Directors, the

Directors

Directors appointed by this Act being eligible as Members of such new Body.

Power to reduce the Number of Directors.

XIII. That it shall be lawful for the Company from Time to Time to reduce the Number of Directors, but the whole Number of Directors after any such Reduction shall not be less than Six.

First Directors of the Company.

XIV. That *Samuel Crosse*, *Albert Henry Dorr*, *Edward Crompton Lloyd Fitzwilliams*, *Rowley Lascelles*, *James Richard Lewes Lloyd*, Colonel *Alexander Perceval*, *John Propert*, *William Epworth Tuke*, and Honourable *William Yelverton* shall be the First Directors of the Company.

Quorum.

XV. That the Quorum of a Meeting of Directors and of a Committee of Directors shall be Three.

Election of Directors.

XVI. 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, the Directors appointed by this Act being eligible for Re-election; 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 or disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said last-mentioned Act.

Newspapers for Advertisements.

XVII. That the Newspaper in which Advertisements relating to the Affairs of the Company are to be inserted shall be some Newspaper published in the County of *Carmarthen*.

Power to make Railway.

XVIII. That it shall be lawful for the Company to make the Railway herein-after mentioned, with all proper Works and Conveniences therewith respectively; (that is to say,)

A Railway commencing by a Junction with the *South Wales* Railway at or near the Station thereon in the Parish of *Llangunnor* in the County of *Carmarthen*, and terminating at or near a certain Field numbered 71, belonging to *Edward Crompton Lloyd Fitzwilliams* Esquire, on the Plans deposited, in the Parish of *Llandyfriog* in the County of *Cardigan*, and passing through or into the several Parishes, Townships,

Townships, extra-parochial or other Places following; (that is to say,) *Saint Peter's* in the County of the Borough of *Carmarthen*, *Llangunnor*, *Abergwilly*, *Newchurch* otherwise *Llanewydd*, *Llanpumpsaint*, *Conwill in Elvet* otherwise *Conwil Elvet*, *Llanfihangel-ar-Arth* otherwise *Llanfihangel-yersth*, and *Llangeller* in the County of *Carmarthen*, and *Bangor*, *Llanfair-Orllwyn*, *Henllan*, and *Llandyfriog* in the County of *Cardigan*.

Railway to be made according to deposited Plans, &c.

XIX. Whereas Plans and Sections of the Railway showing the Line and Levels thereof, and also Books of Reference containing the Names of the Owners and Lessees or 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 for public Inspection with the several Clerks of the Peace for the Counties of *Carmarthen*, *Pembroke*, *Cardigan*, and County of the Borough of *Carmarthen* respectively: Be it enacted, That, subject to the Provisions and Powers of Deviation in this and "The Railways Clauses Consolidation Act, 1845," contained, the said Railways shall be made in the Line or Course and upon the Lands delineated upon the said Plans and described in the said Books of Reference and according to the Levels defined on the said Sections; and, subject to the Provisions in this and the said recited Acts contained, it shall be lawful for the Company to enter upon, take, and use such of the said Lands as may be necessary for the Purposes thereof.

Level Crossings.

XX. That, subject to the Provisions in this Act and in "The Railways Clauses Consolidation Act, 1845," contained, it shall be lawful for the Company in the Construction of the Railway to carry the same across and upon the Level of the several Turnpike and public Roads numbered on the Plans deposited as aforesaid; (that is to say,)

Number on Plan.	Parish.	Description of Road.
101	Llanfihangel-ar-Arth.	Parish road.
82	Llangeller.	Turnpike road.

Station or Lodge to be erected at the Points of Crossings.

XXI. That the Company shall erect and permanently maintain either a Station or Lodge at the Points where the Railway cross the beforementioned Roads on the Level, and the 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 Board of Trade; and if the 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 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.

Board of Trade may require Bridges in lieu of Level Crossings.

XXII. That it shall be lawful for the Board of Trade, if it shall appear to them to be necessary for the public Safety, at any Time hereafter to require the Company, within such Time as the said Board shall direct, and at the Expense of the Company, to carry any or either of the said Roads either over or under the Railway by means of a Bridge or Arch in lieu of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board best adapted for removing or diminishing the Danger arising from such level Crossing: Provided always, that when any such Road shall be so carried either under or over the Railway it shall not be necessary for the Company to erect or maintain any Station or Lodge at the Point where such Road may be crossed, or to appoint any Person to watch or superintend the Crossing thereat, nor shall they be liable to any of the aforesaid Penalties for Failure so to do.

On Portion of Railway, Piling to be substituted for solid Embankment.

XXIII. That between the Fourth Furlong of the Second Mile and the Sixth Furlong of the Second Mile of the Railway, as marked upon the said Plan, the Railway shall be constructed with or by means of open Piling, instead of solid Embankment, and so as to afford sufficient Waterway for the Flood Waters of the River *Towy*.

Company not to interfere with the Property of the South Wales Railway Company.

XXIV. That it shall not be lawful for the Company, further or otherwise than is by this Act expressly authorized, to enter upon, take, or use any of the Lands or Property of the *South Wales* Railway Company, or in any Manner to vary or alter the said *South Wales* Railway or any of the Works appertaining thereto, without the Consent of the last-mentioned Company.

Junction with South Wales Railway to be under Direction of Engineer of that Company.

XXV. That the Junction with the *South Wales* Railway shall be made at such Point within the Limits of Deviation defined on the said Plans as shall be approved of by the Engineer for the Time being of the *South Wales* Railway; and all Works which may be required for effecting such Junction upon or affecting the Works or Property of the *South Wales* Railway Company shall be made according to Plans to be first approved of by such Engineer, and shall be executed under his Direction and Control, but at the Expense in all respects of the Company.

Cost of Alteration in

XXVI. And whereas it is apprehended that the Junction with the *South Wales* Railway by this Act authorized cannot be effected without interfering

interfering with the convenient Use of the *Carmarthen* Station and Works connected therewith: Be it enacted, That if for the Purpose of remedying any Inconvenience that may be occasioned to the Working of or to the Traffic upon the *South Wales* Railway, or to the Use of the *Carmarthen* Station thereon, by reason of the Junction by this Act authorized, any Alteration shall be made by the *South Wales* Railway Company in the present Platform, Sidings, Sheds, or any other of the Works and Conveniences of or belonging to the said Station, the Cost of such Alteration shall be borne and paid by the Company; and if any Difference of Opinion shall arise between the Two Companies as to the Necessity for or Reasonableness of any such Alteration, or as to the Cost thereof, such Difference shall be determined by Arbitration in the Manner provided by "The Railways Clauses Consolidation Act, 1845."

Carmarthen Station of South Wales Railway to be paid by Company.

XXVII. Nothing in this Act contained shall prejudice, diminish, alter, or affect, further or otherwise than is herein expressly authorized, any of the Rights, Privileges, Powers, or Authorities vested in the *South Wales* Railway Company.

Saving Rights of South Wales Railway Company.

XXVIII. Previously to commencing any Bridges or Crossings over any tidal or navigable Water, or the Works respectively connected therewith, the Company shall deposit at the Admiralty Office Plans, Sections, and working Drawings of the said Bridges and Crossings and Works connected therewith for the Approval of 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, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty, and such Bridges and Crossings and Works shall be constructed only in accordance with such Approval.

Previous to commencing Works affecting tidal Waters a Plan to be deposited at the Admiralty.

XXIX. It shall not be lawful for the Company to deviate from the Black continuous centre Line of Railway where the Limits of Deviation are within the Bed or Banks of any tidal or navigable Water or River, or to construct in, under, over, across, or through any tidal or navigable Water any Railway or other Work hereby or otherwise authorized to be made, without the previous Consent of 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 for the Time being, to be signified in Writing under the Hand of the Secretary of the Admiralty, and then only according to such Plan and under such Restrictions and Regulations as the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral may approve, such Approval being signified as last aforesaid; and where any such Deviation or Work or any Work hereby requiring his or their Approval shall

Company not to deviate from Centre Line of Railway when Deviation affects tidal Waters, without Consent of Admiralty.

shall have been made or constructed, it shall not be lawful for the Company at any Time to alter or extend the same without obtaining, previously to making any such Alteration or Extension, the like Consent or Approval; and if any such Deviation or any such Railway or Works shall be commenced or completed or be altered or extended contrary to the Provisions of this Act, it shall be lawful for the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral to abate, alter, and remove the same, 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.

Admiralty may order Local Survey at Expense of Company.

XXX. If at any Time or Times it shall be deemed expedient by the Lord High Admiral of the United Kingdom, or the Commissioners for executing the Office of Lord High Admiral, to order a local Survey and Examination of any Works of the Company in, over, or affecting any tidal or navigable Water or River, or hereby requiring the Approval of the said Lord High Admiral or the said Commissioners, or of the intended Site thereof, the Company shall defray the Costs of every 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.

When Works affecting tidal Waters are abandoned, the Admiralty may remove them at Expense of Company.

XXXI. If any Railway or Work to be constructed by the Company in, under, over, through, or across any tidal Water or navigable River, or if any Portion of any Railway or Work which affects or may affect any such Water or River or Access thereto, or if any Work hereby requiring the Approval of the said Lord High Admiral or the said Commissioners, 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.

Lands for extraordinary Purposes.

XXXII. That it shall be lawful for the said Company to purchase for extraordinary Purposes any Quantity of Land not exceeding Twenty Acres.

XXXIII. That

Powers for compulsory Purchase of Lands limited.

XXXIII. That the Powers of the Company for the compulsory Purchase of Lands for the Purpose of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Limiting Time for Completion of Works.

XXXIV. That the Railway shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by this Act granted to the Company for executing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the said Railway 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.

XXXV. Whereas pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Nineteen thousand nine hundred and seventy-five Pounds Sixteen Shillings and One Penny Bank Three *per Centum* Consolidated Annuities, being the Produce or Price of a Sum of Eighteen thousand five hundred and seventy-seven Pounds and Ten Shillings, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act, has been transferred into the Name of the Accountant-General of the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted, That notwithstanding anything contained in the said recited Act, the said Sum of Nineteen thousand nine hundred and seventy-five Pounds Sixteen Shillings and One Penny Bank Three *per Centum* Consolidated Annuities so transferred as aforesaid in respect of the Application for this Act, or the Interest or Dividends on such Bank Three *per Centum* Consolidated Annuities, 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 said Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, either open the said Railway 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 said 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 said Company shall either have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Nineteen thousand nine hundred and seventy-five Pounds Sixteen Shillings and One Penny Bank Three *per Centum* Consolidated Annuities so transferred as aforesaid,

said, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland;* provided that at any Time after the passing of this Act if a Bond in twice the Amount of the said Sum of Eighteen thousand five hundred and seventy-seven Pounds and Ten Shillings shall have been executed by the said Company, with One or more 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 Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Eighteen thousand five hundred and seventy-seven Pounds and Ten Shillings, if the said Company shall not, within the Time limited for the Completion of the said Railway, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said 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 said Solicitor to the said Lords Commissioners, then the said Sum of Nineteen thousand nine hundred and seventy-five Pounds Sixteen Shillings and One Penny Bank Three *per Centum* Consolidated Annuities, and the Interest or Dividends thereof, shall be transferred and 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 Moneys to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividends thereof would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor 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.

XXXVI. That it shall be lawful for the Company to demand any Tolls for the Use of the Railway not exceeding the following; (that is to say,)

For Articles of Merchandise.

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

For

For all Coals, Ironstone, Iron Ore, Pig Iron, Bar Iron, Rod Iron, Plates of Iron, Slabs, Billets, and rolled Iron, Bricks, Limestone, Lime, Salt, Sand, Fireclay, Cinders, and Slag, *per* Ton *per* Mile not exceeding One Halfpenny; and if conveyed on Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Dung, Compost, and all Sorts of Manure, and all undressed Materials for the Repair of public Roads or Highways, Culm, Charcoal, Coke, and all Stones for building, pitching, and paving, all Tiles, Slates, Clay (except Fireclay), Wire Iron, Sheet Iron, Hoop Iron, Chains, and for all Iron Castings, including Railway Chairs, *per* Ton *per* Mile not exceeding One Penny Halfpenny; and if conveyed on Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Grain, Corn, Flour, Sugar, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, Metals (except Iron), Nails, Anvils, Vices, and for all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, or Things, *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 Penny:

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 not belonging to the Company, *per* Mile not exceeding Sixpence, and a 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.

For Passengers and Cattle.

In respect of Passengers and Animals conveyed in Carriages upon the Railway, as follows:

For any 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:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, *per* Mile not exceeding Threepence, and for every Ox, Cow, Bull, or Neat Cattle, *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:

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

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.

XXXVII. That the Tolls which the Company may demand and receive 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, by the Ordinary Trains, in addition to the several other Tolls or Sums by this Act authorized to be taken: Provided always, that nothing herein-before contained shall extend to any Case in which any Special or Extra Train may be required and be allowed by the Company.

Regulations as to the Tolls.

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

For Persons and Things conveyed on the Railway for a less Distance than Four Miles the Company may demand the said Tolls and Charges as for Four Miles:

Provided always, that the said Company may not demand the said Tolls and Charges as for more than One Mile in respect of any Fraction of a Mile when such Articles are conveyed on Carriages and by Engines not belonging to the Company:

For a Fraction of a Mile beyond Four 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 shall 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:

For a Fraction of a Halfpenny in the gross Amounts of Tolls and Charges in respect of a Passenger or Article for the entire Distance carried the Company may demand a Halfpenny:

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, and so in proportion for any smaller Quantity.

XXXIX. And

Tolls for small Parcels and Articles of great Weight.

XXXIX. And with respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels (that is to say, Parcels not exceeding Five hundred Pounds Weight each,) on the Railway, or any Part thereof, as follows:

For any Parcel not exceeding Seven Pounds in Weight, Fourpence:
For any Parcel not exceeding Fourteen Pounds in Weight, Eightpence:
For any Parcel not exceeding Twenty-eight Pounds in Weight, One Shilling and Fourpence:
For any Parcel not exceeding Fifty-six Pounds in Weight, Two Shillings:
And for any Parcel exceeding Fifty-six Pounds in Weight the Company may demand any Sum which they think fit:

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Terms shall apply only to single Parcels in separate Packages:

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

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

Passengers Luggage.

XL. That every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twelve 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.

Maximum Charges for Passengers.

XLI. That it shall not be lawful for the Company to demand or receive any greater Sum in respect of the Carriage of Passengers conveyed on the Railway than Threepence *per* Passenger *per* Mile in respect of any Passenger travelling in a First-class Carriage, Twopence *per* Passenger *per* Mile in respect of any Passenger travelling in a Second-class Carriage, and One Penny *per* Passenger *per* Mile in respect of any Passenger travelling in a Third-class Carriage, including the

Charges for the Use of Carriage and locomotive Power, and all other Charges incidental to such Conveyance.

Maximum Charges for Conveyance of Goods and Cattle.

XLII. That it shall not be lawful for the Company to charge in respect of the several Descriptions of Articles and Animals herein-after mentioned conveyed on the Railway any greater Sum, including the Charges for the Use of Carriages, Waggons, or Trucks, and for locomotive Power, and all other Charges incident to such Conveyance (except a reasonable Charge for the Expense of loading and unloading where such Service is performed by the Company), than the several Sums herein-after mentioned; (that is to say,)

For Coals and other Articles herein-before classed therewith, *per* Ton *per* Mile One Penny Halfpenny:

For Dung and other Articles herein-before classed therewith, *per* Ton *per* Mile One Penny Halfpenny:

For Grain and other Articles herein-before classed therewith, *per* Ton *per* Mile Threepence:

For every Carriage the Sum of Sixpence *per* Mile, and for every Carriage not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton and a Half, *per* Mile Sixpence:

For every Horse or other Beast herein-before classed with Horses, *per* Mile Fivepence:

For Cattle, the Sum of Twopence *per* Head *per* Mile:

For Calves and Pigs, One Penny each *per* Mile:

For Sheep and small Animals, Three Farthings each *per* Mile.

Limiting Tolls for Conveyance of Coals, Ironstone, &c.

XLIII. That in respect of the Carriage on the said Railway of Coals, Ironstone, and other Articles herein-before classed therewith conveyed in Carriages not belonging to the Company, it shall not be lawful for the said Company to demand or receive any greater Toll or Sum *per* Ton *per* Mile than One Penny, including the said Toll for the Use of Engines.

As to the Return of empty Carriages and Trucks.

XLIV. Provided always, That in respect of empty Carriages or Trucks which have been conveyed with Goods by the Engines of the Company, the Company may not demand any Toll or Charge for the Return on the said Railway of such empty Carriages or Trucks, the Time and Mode of the Return or Conveyance back of such empty Trucks or Carriages being subject to the Byelaws or Regulations of the Company.

Restriction as to Charges not to apply to Special Trains.

XLV. Provided always, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special Train which may be required to run upon the Railway, but shall apply only to the Express and

and Ordinary Trains appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway.

Increased Charges may be taken by Agreement.

XLVI. That nothing herein contained shall be held to prevent the 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 of such Goods other than small Parcels by Passenger Trains, or by reason of any other special Service performed by the said Company in relation thereto.

As to Charge for loading.

XLVII. That it shall be lawful for the said Company to demand and take, in addition to the Tolls, Rates, and Charges which they are now or hereafter may be authorized to take and demand, a reasonable Sum for the loading, unloading, and covering, and for the Delivery and Collection of Goods and other Services incidental to the Business of a Carrier, where such Services respectively shall be performed by the Company, and a further reasonable Sum for Warehousing and Wharfage, and for any other extraordinary Services which may be reasonably and properly performed by the said Company in relation to such Goods.

South Wales and Carmarthen and Cardigan Railway Companies may enter into Traffic Arrangements.

XLVIII. The *South Wales* Railway Company and the *Carmarthen and Cardigan* Railway Company may from Time to Time enter into Agreements with respect to the following Purposes or any of them; (that is to say,)

The Use by the *South Wales* Railway Company of all or any Part of the Railway of the *Carmarthen and Cardigan* Railway Company, and the Use of the Works and Conveniences belonging thereto:

The fixing of the Tolls, Rates, and Charges to be levied or taken by the said Companies in respect of the Traffic conveyed over their several Railways or any Part thereof respectively, not exceeding the maximum Tolls, Rates, and Charges authorized by the Acts of Parliament relating to such Railways respectively:

The Collection, taking, and levying of the said Tolls, Rates, and Charges.

Duration of Agreement, but to be approved by Board of Trade. Agreements not to affect Persons not Parties thereto.

XLIX. Any such Agreement shall not be for more than Ten Years; and no such Agreemeent shall have any Operation until the same shall have been approved of by the Board of Trade; and no such Agreement as aforesaid shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the said Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or any other Company, but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railways to which the said Agreement may relate,

relate, upon the same Terms and Conditions and on Payment of the same Tolls, Rates, and Charges as they would have been in case no such Agreement had been entered into: Provided always, that the said Board shall not approve such Agreement without being satisfied that the same has been duly assented to by the Shareholders of the several Companies, Parties thereto, in Special Meeting assembled for that Purpose.

Appointment of joint Committee for carrying the Agreement into effect.

L. The said Companies may, by any such Agreement as aforesaid, appoint a joint Committee composed of such Number of Directors of the said Companies as the said Companies may think proper, and from Time to Time may alter, vary, and renew any such Committee as Occasion may require, and may regulate the Proceedings of such Committee, and delegate to such Committee all such Powers of the said Companies respectively as may be necessary for carrying into effect the Purposes of such Agreement; and every such joint Committee so appointed shall have and may exercise the Powers so for the Time being delegated to them in like Manner as the same might have been had and exercised by the said Companies respectively or their respective Directors.

Agreement may be renewed, with the Approval of the Board of Trade. Public Notice to be given of the Intention to enter into Agreements.

LI. At the Expiration of the said Agreement the said Companies, with the Consent in Special Meeting of the Shareholders of such Companies, respectively, and subject to the Approval of the Board of Trade, may enter into a further Agreement for all or any of the Purposes aforesaid; provided that before such Companies shall enter into any such further Agreement as aforesaid they shall give Notice of their Intention to enter into such Agreement by Advertisement in a Form to be approved of by the Board of Trade, inserted once in each of Three successive Weeks in some Newspaper published or circulating in each County in which any Part of the Railway or Railways to which such proposed Agreement relates is situated; and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Agreement and desiring to object thereto may bring such Objections before the Board of Trade; and no such Agreement shall be valid at Law or in Equity until the same shall have been approved of by the Board of Trade.

Agreement inoperative until approved by the Board of Trade.

Working Arrangements, &c., not to take effect, unless approved by Three Fifths of the Shareholders.

LII. That none of the Powers and Provisions of this Act with respect to the Use of the Railway by the *South Wales* Railway Company shall have any Operation or Effect unless and until the Contracts or Arrangements intended to be made for such Purpose shall have been submitted to and approved by a Majority of not less than Three Fifths of the Votes of the Shareholders present, personally or by Proxy, at a Meeting of the Company before or after the passing of this Act specially convened for that Purpose.

LIII. Such

Meeting how to be convened.

LIII. Such Meeting shall be called by Advertisements inserted for Two successive Weeks in a Morning Newspaper published in *London*, and in some Newspaper of the County in which the principal Office of the Company is situate, the last of which Advertisements shall be published not less than Seven Days before such Meeting, and also by a Circular addressed to each Shareholder entitled to vote at Meetings of the Company, to be served in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices requiring to be served by the Company upon the Shareholders.

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. c. 57, and 14 & 15 Vict. c. 64.

LIV. 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 Railways;* 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 Session of Parliament held in the Fourteenth and Fifteenth Years of the Reign of Her said Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways:* Be it enacted, That nothing in this Act contained shall be held to exempt the said Railway or the 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 Company so far as the same are applicable.

Railway not exempt from Provisions of future General Acts.

LV. 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, now in force, or 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, or of the Rates for small Parcels

Gauge of Railway.

LVI. That the Gauge of the Railway shall be the Broad or Seven Feet Gauge.

Expenses of Act.

LVII. That all the Costs, Charges, and Expenses of and attending the passing of this Act, or incidental thereto, shall be paid by the Company.

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