ANNO VICESIMO SEPTIMO & VICESIMO OCTAVO

VICTORIÆ REGINÆ.

****

Cap. ccxxiv.

An Act to incorporate a Company for making the *Carmarthenshire* Railway, and to confer other Powers with reference thereto.

[25th *July* 1864.]

WHEREAS the Construction of the Railways herein-after mentioned would be attended with great local and public Advantage, and the Persons after named, with others, are willing at their own Expense to construct such Railways: And whereas Plans and Sections of the Railways showing the Lines and Levels thereof, with a Book of Reference to the Plans containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the Lands through which the said Railways will pass, have been deposited with the Clerk of the Peace for the County of *Carmarthen:* And whereas it is expedient that the *Llanelly* Railway and Dock Company should be empowered to work the proposed Railways: And whereas the Purposes aforesaid cannot be accomplished 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:

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

1. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and Parts 1 and 3 of "The Railways Clauses Act, 1863," shall be incorporated with and form Part of this Act.

Interpretation of Terms.

2. In this Act the Words "the Company" shall mean the Company incorporated by this Act, and the Words "the Undertaking" or "the Railways" shall mean the Railways and the Works connected therewith respectively by this Act authorized to be constructed.

Subscribers incorporated.

3. *Joseph Roscoe Allen*, *John Overend*, 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 Purposes of the Undertaking, and such Company shall be incorporated by the Name of "The *Carmarthenshire* 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, and their Undertaking shall be called "The *Carmarthenshire* Railway."

Capital.

4. The Capital of the Company shall be One hundred and twenty-five thousand Pounds, and shall be divided into Twelve thousand five hundred Shares of Ten Pounds each.

Shares not to be issued until One Fifth paid up.

5. It shall not be lawful for the Company to issue any Share, 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 up in respect thereof.

Calls.

6. Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and One Month at the least shall be the Interval between successive Calls, and Three Fourths 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.

Power to borrow on Mortgage.

7. The Company may borrow on Mortgage any Sums not exceeding in the whole Forty-one thousand six hundred Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of One hundred and twenty-five thousand Pounds shall have been subscribed for *bonâ fide* and One Half thereof shall have

have been actually paid up, and until the Company shall prove to the Justice who is to certify under the Provisions contained in the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that all such Capital has been subscribed for *bonâ fide*, and that every Share is held by Subscribers or their Assigns, and for which such Subscribers or their Assigns are respectively legally liable, and that all the Shares have been issued and Twenty *per Centum* paid up on each separate Share.

Application of Capital.

8. The Monies by this Act authorized to be raised, whether by Shares or Mortgage, shall be applied only to the Purposes by this Act authorized.

Arrears may be enforced by Appointment of a Receiver.

9. The Mortgagees of the Company may 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 Monies 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 Seven thousand Pounds in the whole.

First and other Meetings.

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

Quorum of General Meetings.

11. The Quorum of General Meetings of the Company shall be Five Shareholders present, personally or by proxy, holding in the aggregate not less than Twenty thousand Pounds in the Capital of the Company.

Number and Qualification of Directors.

12. The Number of Directors shall be Seven, and the Qualification of a Director shall be the Possession in his own Right of Ten Shares in the Undertaking.

First Directors.

13. *Joseph Roscoe Allen*, *John Overend*, *Edward Parker*, *James Miller*, *Samuel Hawkesley Burbury*, *Alexander Frederick Croom*, and *John Robins* shall be the First Directors of the Company, and 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 or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the First Ordinary

Such Directors to con-

tinue in Office until First Meeting after passing of Act.

Ordinary Meeting to be held in every Year thereafter, 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," and in this Act 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," or by this Act, or either of them.

Quorum.

14. The Quorum of a Meeting of Directors shall be Four.

Power to take Lands.

15. Subject to the Provisions of this Act, the Company may from Time to Time enter upon, take, and use and appropriate all or any of the Lands defined on the said deposited Plans and described in the said deposited Book of Reference.

Power to make Railways according to deposited Plans.

16. It shall be lawful for the Company, subject to the Provisions in this and the incorporated Acts contained, to make and maintain the Railways herein-after described, with all proper Works, Approaches, and Stations, in the Lines and upon the Lands delineated on the said Plans and described in the said Book of Reference, and according to the Levels described on the said Sections in and upon the Lands which the Company are by this Act authorized to enter upon, take, and use.

Describing Lines of Railway.

17. The Railways (which will be wholly situate in the County of *Carmarthen*) are the following:

1. A Railway, No. 1. (described upon the said Plans as "No. 2."), commencing by a Junction with the *St. David's* Branch of the *Llanelly* Railway and Dock Company, at or near the Point where the *Gorse* Railway joins the said Branch Railway in the Parish of *Llanelly*, and terminating in the said Parish of *Llanelly* at or near the Burial Ground of the *Felinfoel* Baptist Chapel.
2. A Railway, No. 2. (described upon the said Plans as "No. 3."), commencing in the said Parish of *Llanelly* by a Junction with the said Railway No. 1. at the Termination thereof, and terminating in the Parish of *Llanon* by a Junction with the Mountain Branch of the said *Llanelly* Railway and Dock Company at *Mynyddmawr*:
3. A Railway, No. 3. (described upon the said Plans as "No. 4."), commencing by a Junction with Railway No. 2. in the Parish of *Llanelly*, at or near *Cynhidref*, and terminating in the Parish of *Llanon* at or near the *Southpit* Colliery at *Coalbrook*.

18. Subject

Level Crossings.

18. 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 Railways to carry the same across and upon the Level of the public Roads numbered on the said deposited Plans as follows; (that is to say,)

RAILWAY No. 2.

No. on Plans.	Parish.	Description.
66	Llanelly - - -	Parish Road.
64	Llanon - - - -	Parish Road.

But no more than a single Line of Railway shall be laid down on any such level Crossing so long as the Railway consists of a single Line of Railway, and in no Case shall more than a double Line of Railway be laid down on any such level Crossing.

Regulating Width of certain Bridges.

19. It shall be lawful for the Company to construct the Bridges or Arches for carrying the Railways over or under the Roads numbered as after mentioned on the said deposited Plans of such Dimensions as they may think fit, not being less than the following; (that is to say,)

RAILWAY No. 1.

No. on Plans.	Parish.	Span of Arch or Width of Road, as the Case may be.
		Feet.
32	Llanelly - - - -	18
67	Llanelly - - - -	30
	RAILWAY No. 2.	
6	Llanon - - - -	28
62	Llanon - - - -	30
66	Llanon - - -	30
	RAILWAY No. 3.	
9	Llanon - - - -	30

As to Construction of certain Bridges.

20. In carrying the following Roads over Railway No. 2. it shall be lawful for the Company to construct the Bridges as follows: In the case of the Road in the Parish of *Llanelly* numbered 2 on the said Plans, with an Inclination of not less than 1 in 10 on the one Side and level on the other; in the Case of the Road in the said Parish numbered 56 on the said Plans, with an Inclination of not less than 1 in 13 on one Side and level on the other; in the Case of the Road in the Parish of *Llanon* numbered 27 on the said Plans, with an Inclination of not less than 1 in 14 on one Side and level on the other; and in carrying the Road in the Parish of *Llanelly* numbered 35 on the said Plans under

under the Railway it shall be lawful for the Company to make the Inclination of the Road not less than 1 in 12 on one Side and level on the other.

Diversion to be made through the Lands of Charles William Nevill.

21. And whereas Railway No. 1. in the Parish of *Llanelly* passes through Lands belonging or claimed to belong to *Charles William Nevill* Esquire: And whereas the said *Charles William Nevill*, for the Purpose of avoiding Interference with a certain private Railway called "the *Gorse* Railway," is desirous of having the Power to require the Company to divert a Portion of the said Railway No. 1. Southward of the Limits of lateral Deviation laid down on the deposited Plans between the Commencement of the Railway and the Road in the said Parish, numbered 32 on the said deposited Plans: Therefore, if the said *Charles William Nevill* shall by Notice in Writing under his Hand within Six Months after the passing of this Act, require the Company so to do, the Company shall and they are hereby required and authorized to construct the said Portion of Railway upon and through the Lands of the said *Charles William Nevill* in manner shown upon a certain Plan signed by him, anything in "The Railways Clauses Consolidation Act, 1845," limiting the Deviation from the lateral or vertical Limits of Deviation shown on the deposited Plans and Sections to the contrary thereof notwithstanding; and all the Powers and Provisions of this Act, and of the Acts incorporated herewith, shall apply as well to the Portion of the said diverted Railway beyond the Limits of Deviation as shown on the said deposited Plans as to the Portion thereof within such Limits.

One of the Restrictions in Sect. 76. of 8 & 9 Vict. c. 20. not to extend to this Act.

22. So much of the 76th Section of "The Railways Clauses Consolidation Act, 1845," as empowers the Company to prevent Openings in the Rails of their Railway where there is an Inclined Plane shall not extend or apply to this Act, and if the Owners or Occupiers of Lands adjoining any of the Railways hereby authorized shall at any Time require to form Communications between any of the Lands intersected by either of the said Railways, the Company shall, when and so often as required by any such Owner or Occupier, permit all such Communications to be made either over or under, but not on the Level of the said Railways; and all such Communications and the Works connected therewith shall be maintained by the Person for the Time being using the same, and shall be constructed and maintained to the reasonable Satisfaction of the Engineer for the Time being of the Company, and so as not in any Manner to injure the said Railways or to interfere with any future Alterations or with the free and uninterrupted working of the Railways.

Lands for extraordinary Purposes.

23. The Quantity of Land to be purchased by the Company by Agreement adjoining or near to the Railways for the extraordinary Purposes

Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed Five Acres.

Powers for compulsory Purchases limited.

24. The Powers by this Act conferred for the compulsory Purchase of Lands shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for Completion of Railways.

25. The Railways 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 making the Railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railways as shall then be completed.

Money deposited in the Court of Chancery to be forfeited to the Crown in a certain Event.

26. 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, the Sum of Twenty thousand Pounds New Three *per Centum* Bank Annuities, being equal to the Sum of Eighteen thousand Pounds, being Eight *per Centum* on the Amount of the Estimate of Expense of the Railways originally proposed to be authorized by this Act, has been transferred into the Name and with the Privity of the Accountant General of the Court of Chancery in *England* pursuant to the said Act in respect of the Application to Parliament for this Act: And whereas inasmuch as Part of the Undertaking originally proposed is not now authorized by this Act, and the Estimate of Expense of the Railways originally proposed to be authorized has been reduced to the Sum of One hundred and twenty-five thousand Pounds: Be it enacted, That, notwithstanding anything contained in the said recited Act, so much of the said Sum of Twenty thousand Pounds New Three *per Centum* Bank Annuities as was at the Time of the Transfer thereof equal to the Sum of Ten thousand Pounds, being Eight *per Centum* on the said reduced Estimate so transferred as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as hereinafter 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 Survivor or Survivors 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 such 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, such Portion of the said Sum of Money transferred as aforesaid as was at the Time of such Transfer equal to the Sum of Ten thousand Pounds, 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 Ten thousand Pounds shall have been executed by the 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 Ten thousand Pounds 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 said Solicitor to the said Lords Commissioners, then such Portion of the said Sum of Money so transferred as aforesaid as was equal to the Sum of Ten thousand Pounds at the Time of such Transfer, 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 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.

Court of Chancery may order

27. The Court of Chancery may at any Time after the passing of this Act order that so much of the said Sum of Twenty thousand Pounds

Pounds New Three Pounds *per Centum* Bank Annuities as was at the Time of the said Transfer equal to the Sum of Eight thousand Pounds, and any Dividends thereon, may be transferred and paid to the Company or to such Persons or Person as the Company may appoint on that Behalf; and upon such Order being made such Portion of the said Sum of Twenty thousand Pounds New Three Pounds *per Centum* Bank Annuities as was at the Time of the said Transfer equal to the Sum of Eight thousand Pounds, and the Dividends thereon, shall be transferred and paid to the Company or to such Person or Persons as the Company shall appoint. Payment of Surplus Deposit.

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

First, in respect of Passengers and Animals conveyed upon the Railways as follows: Tolls for Passengers or Cattle.

For every Person conveyed in or upon any Carriage the Sum of Twopence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company an additional Sum of One Penny *per* Mile:

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

For Cattle the Sum of Twopence *per* Head *per* Mile; and if conveyed in Carriages belonging to the Company an additional Sum of One Penny *per* Mile:

For Calves, Pigs, Sheep, and small Animals One Penny each *per* Mile; and if conveyed in Carriages belonging to the Company an additional Sum of One Halfpenny *per* Mile.

Secondly, in respect of the Tonnage of all Articles conveyed upon the Railways or any Part thereof, as follows: Tonnage on Articles of Merchandise.

For all Coals, Coke, Culm, Cannel, Dung, Compost, and all Sorts of Manure, and all undressed Materials for the Repair of public Roads or Highways, Charcoal, Limestone, Chalk, Lime, Salt, Sand, Fireclay, and Cinders, *per* Ton *per* Mile One Penny; and if conveyed in Carriages belonging to the Company an additional Sum *per* Ton *per* Mile of One Halfpenny:

For all Ironstone, Iron Ore, Pig Iron, Bar Iron, Rod Iron, Sheet Iron, Hoop Iron, Plates of Iron, Slabs, Billets, and Rolled Iron, Bricks, Slag, and Stone, Stones for building, pitching, and paving, Tiles, Slates, and Clay (except Fireclay), and for Wrought Iron not otherwise specifically classed herein, and for heavy Iron Castings, including Railway Chairs, *per* Ton *per* Mile One Penny Halfpenny; and if conveyed in Carriages belonging

belonging to the Company an additional Sum *per* Ton *per* Mile of One Halfpenny:

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

For Cotton and other Wools, Drugs and manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile Threepence; and if conveyed in Carriages belonging to the Company an additional Sum *per* Ton *per* Mile of 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, Sixpence *per* Mile; and a like Sum of One Penny Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh.

Tolls for propelling Power.

29. 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 for the Use of the Railways.

Maximum Rates of Charges;

30. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers along the Railways, including the Tolls for the Use of the Railways, and of Carriages and for locomotive Power, and every other Expense incidental to such Conveyance as aforesaid, shall not exceed the following Sums; (that is to say,)

for Passengers;

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

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

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

for Cattle, Goods, &c.

And with respect to the Conveyance of Goods the maximum Rates of Charge to be made by the Company for the Conveyance thereof along the Railways, including the Tolls for the Use of the Railways and Waggons or Trucks, and for locomotive Power, and every other 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

or any of them are or is performed by the Company,) shall not exceed the following Sums; (that is to say,)

For every Horse, Mule, and other Beast of Draught or Burden, Fourpence *per* Mile;

For Cattle, Threepence *per* Head *per* Mile;

For Calves, Pigs, Sheep, and small Animals, One Penny Halfpenny each *per* Mile;

For all Coal, Coke, and other Articles herein-before classed therewith, One Penny Halfpenny *per* Ton *per* Mile;

For all Dung, Compost, and other Articles herein-before classed therewith, Twopence *per* Ton *per* Mile;

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

For all Cotton and other Articles herein-before classed therewith, Fourpence *per* Ton *per* Mile;

And for every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per* Mile Sixpence; and One Penny Halfpenny for every additional Quarter of a Ton which such Carriage may weigh.

Regulations as to Tolls.

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

For Articles or Persons conveyed on the Railways for a less Distance than Four Miles, the Company may demand Tolls and Charges as for Four Miles:

For a Fraction of a Mile beyond Four Miles, or beyond any greater Number of Miles, the Company may demand Tolls on Animals, Minerals, and 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, and so in proportion for any smaller Quantity:

No

No Station shall 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.

Tolls for small Parcels and single Articles of great Weight.

32. And with respect to small Packages and single Articles of great Weight, be it enacted, That, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand Tolls not exceeding the following; (that is to say,)

For the Carriage on the Railways or any Part thereof of any Parcel not exceeding Seven Pounds in Weight, Threepence;

For the Carriage of any Parcel exceeding Seven Pounds but not exceeding Fourteen Pounds in Weight, Fivepence;

For the Carriage of any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, Sevenpence;

For the Carriage of any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, Ninepence;

And for the Carriage of any Parcel exceeding Fifty-six Pounds, but not exceeding Five hundred Pounds in Weight, the Company may demand any Sum which they think fit:

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such 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, 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.

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

Company may take increased Charges by Agreement.

34. Provided always, 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

of any Description by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance thereof (except small Parcels) by Passenger Trains, or by reason of any other special Service performed by the Company in relation thereto.

Restriction as to Charges not to apply to Special Trains.

35. Provided also, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special Train that may be required upon the Railways, but shall apply only to the Ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railways.

Power to enter into Traffic Arrangements with Llanelly Railway and Dock Company.

36. The Company and the *Llanelly* Railway and Dock Company may from Time to Time enter into Contracts or Arrangements with respect to the following Purposes, or any of them; (that is to say,)

The Use, Working, Management, Maintenance, and Repair of the Railways by the *Llanelly* Railway and Dock Company, and the Collection, Conveyance, and Conduct of the Traffic thereof, and the Supply of any Rolling or Working Stock, or of any Officers or Servants required for such Purposes:

The fixing and levying of the Tolls, Rates, and Charges arising on the Railways or any Part thereof:

The Division between the Company and the *Llanelly* Railway and Dock Company of the Receipts arising from the Traffic upon the Railways, and the Payments to be made respectively by the Companies with respect to any of the Matters aforesaid.

Railways to be continuous.

37. During the Continuance of any such Agreement, in estimating the Tolls and Charges to be paid in respect of Articles or Persons conveyed partly on the Railway of one of the contracting Companies and partly on the Railway of the other of them, the Distances traversed shall be reckoned continuously as if the Railways were One Railway, and the Charges to be made in respect of the Railways so made continuous shall be the Tolls and Charges by this Act authorized; and if the Distance traversed by any such Traffic be for a less Distance than Four Miles, no more than a Charge for Four Miles shall be made in respect of such Traffic passing both on the Company's Railway and on the Railway of the other contracting Company.

Interest not to be paid on Calls paid up.

38. It shall not be lawful for the Company, out of any Money by this Act 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 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.

39. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised for the Purposes of such Act, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any 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.

40. Nothing herein contained shall be deemed or construed to exempt the Railways or the Company 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 from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized to be taken by the Company, or of the Rates for small Parcels.

Short Title. Expenses of Act.

41. This Act may be cited as "The *Carmarthenshire* Railway Act, 1864;" and all the Costs, Charges, and Expenses of applying for and obtaining and passing this Act, or preparatory or incident thereto, shall be paid by the Company.

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