ANNO DECIMO SEXTO & DECIMO SEPTIMO

VICTORIÆ REGINÆ.

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Railway Company now in course of Construction which extends or is intended to extend from the Point of Junction of the intended Railway with the said *Newport, Abergavenny, and Hereford* Railway at *Llanvihangel Pontymoyle* to the Junction of the said *Newport, Abergavenny, and Hereford* Railway with the *Newport and Pontypool* Railway at or near *Coedygric* in the County of *Monmouth*, and such last-mentioned Portion of Railway joins and communicates or is intended to join and communicate with the following Lines of Railway; that is to say, the *Taff Vale Extension* Railway of the *Newport, Abergavenny, and Hereford* Railway Company now in course of Construction or for the Construction of which Powers have been obtained, and that Portion of the *Newport and Pontypool* Railway belonging to the *Monmouthshire* Railway and Canal Company which extends from the Junction therewith of the *Newport, Abergavenny, and Hereford* Railway to the *Dock Street* Station of the *Newport and Pontypool* Railway at *Newport* in the said County of *Monmouth*; and it is expedient that Power should be given to the Company to be hereby incorporated to contract for the Use of the Lines of Railway respectively herein-before described, and the Stations and Conveniences of the *Newport, Abergavenny, and Hereford* Railway Company and the *Monmouthshire* Railway and Canal Company, upon or adjoining to the same Lines of Railway; but the several Purposes aforesaid cannot be effected without the Aid 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 the present Parliament assembled, and by the Authority of the same, as follows:

8 & 9 Vict. cc. 16., 18., and 20. incorporated with this Act.

I. The Provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act.

Short Title.

II. In citing this Act in other Acts of Parliament, and in legal Instruments and Pleadings, it shall be sufficient to use the Expression "The *Coleford, Monmouth, Usk, and Pontypool* Railway Act, 1853."

Subscribers incorporated.

III. *Crawshay Bailey, Thomas Brown, Edward Bagnall Dimmack, Thomas Powell, Osmond Arthur Wyatt, James Teague, Thomas Dyke, William Williams Phillips, Thomas Birt Trotter, Charles Conway, Thomas Gratrex*, and *George Relph Greenhow Relph*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway

Railway herein-after authorized, with proper Works and Conveniences belonging thereto and connected therewith, according to the Provisions of this Act and of the Acts incorporated herewith, and for the other Purposes herein and in the said Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Coleford, Monmouth, Usk, and Pontypool* 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. The Capital of the Company shall be One hundred and sixty thousand Pounds, and shall be applied solely to the Purposes of this Act.

Number and Amount of Shares.

V. The said Capital shall be divided into Eight thousand Shares, and the Amount of each Share shall be Twenty Pounds.

Calls.

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

Interest or Dividends not to be paid on Calls out of Capital.

VII. 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 Dividends to any Shareholder on the Amount of 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 contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Power to borrow Money on Mortgage.

VIII. It shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding Fifty thousand Pounds; but no Part of such Sums shall be borrowed until the whole of the said Capital of One hundred and sixty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up; and the whole of the Money so borrowed shall be applied to the Purposes of this Act.

Arrears may be enforced by the Appointment of a Receiver.

IX. It shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver, and in order to

to authorize the Appointment of such Receiver, in the event of the Money due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Five thousand Pounds.

Number and Qualification of Directors.

X. The Number of Directors shall be Twelve, and the Qualification of a Director shall be the Possession in his own Right of Twenty-five Shares in the Undertaking.

Power to reduce the Number of Directors.

XI. It shall be lawful for the Company to reduce the Number of Directors, provided the reduced Number shall be not less than Nine.

First Directors.

XII. *Crawshay Bailey*, *Thomas Brown*, *Edward Bagnall Dimmack*, *Thomas Gratrex*, *Thomas Dyke*, *Osmond Arthur Wyatt*, *James Teague*, *Thomas Birt Trotter*, *George Relph Greenhow Relph*, *Thomas Powell*, *Charles Conway*, and *William Williams Phillips* shall be the First Directors of the Company.

First Ordinary Meeting.

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

Election of Directors at First Ordinary Meeting.

XIV. 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, 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.

Subsequent Election of Directors.

XV. At the First Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected 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 or 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."

Quorum.

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

Committees of Directors.

XVII. The Number of Directors of which Committees appointed by the Directors shall consist shall not be less than Three nor more than Five; and the Quorum of such Committees shall be Three.

XVIII. The

Remuneration of Directors and Auditors.

XVIII. The Remuneration of the Directors and also of the Auditors to be appointed under the Provisions of "The Companies Clauses Consolidation Act, 1845," shall from Time to Time be fixed by a General Meeting of the Company, and be paid out of the Funds of the Company.

As to Money payable to Persons under Disability.

XIX. If any Money be payable to any Shareholder being a Minor, Idiot, Lunatic, or non compos mentis, the Receipt of the Guardian of such Minor, or of the Committee of such Idiot, Lunatic, or Person non compos mentis, shall be a sufficient Discharge to the Company for the same.

Power to make Railway according to deposited Plans.

XX. And whereas Plans and Sections of the said Railway and Branch showing the Lines and Levels thereof, and a Book of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass, have been deposited with the Clerks of the Peace for the Counties of *Gloucester* and *Monmouth* respectively: Be it enacted, That, subject to the Provisions in this and the Acts incorporated herewith contained, it shall be lawful for the Company to make and maintain the said Railway, Branch, and Works in the Lines and Levels and upon the Lands delineated on the said Plans and Sections, as amended in Committee, and described in the said Book of Reference, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

For protecting the Property of P. J. Ducarel and J. F. Brickdale, Esqs.

XXI. Nothing in this Act contained shall enable the Company, in making the said Railway in the Parish of *Newland* in the County of *Gloucester*, through the Lands numbered 13, 15, 19, 20, 21, 24, 27, 28, 29, 30, 31, 33, and 35 on the said Plans, to deviate from the centre Line of Railway shown upon the said Plans, or to purchase more of such respective Lands than shall be actually required for the Line of Railway, and not exceeding in any Place Forty Yards in Width; and the Company shall carry the said Railway through the said Lands numbered 31, 33, and 35 by means either of a Tunnel or covered Way throughout the whole Extent of such Lands, and not otherwise, which Tunnel or covered Way shall be properly and securely arched, and shall have the Earth closely pressed down and the Turf replaced thereon; and in constructing the said Railway through the said Land numbered 28, the Springs and Well of Water therein shall not be in any way damaged or injured, and the Company shall not obstruct or in any way hinder or prejudice the present free Passage of such Water, and shall make good and replace any Water Pipe or Pipes which may be interfered with in constructing the said Railway, so that the full Benefit of the Water flowing from the Springs and Well may be at all Times effectually

secured to and enjoyed by all the Persons and Properties or Places at present supplied with such Water; and it shall be lawful for *Philip John Ducarel* Esquire, or other the Owner for the Time being of the said Piece of Land in which the said Springs and Well are situate, to lay down and renew, from Time to Time and at all Times hereafter as Occasion shall require, or as he or they shall think fit, any new Pipe or Pipes under the said Railway for the Purpose of conveying Water from the said Springs or Well; but in laying down and renewing such Pipe or Pipes as little Damage as may be shall be done to the Works of the said Company, and the Traffic of the said Railway shall not be thereby unnecessarily interfered with.

As to the Purchase of the Monmouth Tramway and Branches.

XXII. And whereas an Act was passed in the Session of Parliament held in the Fiftieth Year of the Reign of His late Majesty King *George* the Third, Chapter One hundred and twenty-three, by which Act certain Persons were incorporated by the Name of "The *Monmouth* Railway Company," and such Company was authorized to construct the Tramway and Branches in the same Act mentioned: And whereas the Tramway and Branches constructed under the last recited Act are not adapted for the Use of Locomotive Engines: And whereas the Main Line of the Railway as laid down in the Plans deposited as aforesaid is conducted in Parts along the Line of the Tramway and Branches by the last-recited Act authorized, and in other Parts crosses the same, whereby the said Tramway will for the greater Part thereof be rendered practically useless: And whereas the District at present accommodated by the said last-mentioned Tramway will be sufficiently accommodated by means of the Railway and Branch hereby authorized to be made: And whereas it is expedient that Provisions should be made respecting the Purchase by the Company hereby incorporated of the said Tramway and Branches, and of other the Property belonging to the said *Monmouth* Railway Company, and of the Wharves, Premises, and Lands belonging to the same Company, and the Payment and Distribution of the Purchase Money for the same: Be it therefore enacted, That it shall be lawful for the *Monmouth* Railway Company to sell, and for the Company hereby incorporated to purchase, the said *Monmouth* Tramway and Branches, and such other Property, Wharves, Premises, and Lands as last aforesaid, or any of them, or any Part thereof respectively; and in case the *Monmouth* Railway Company shall fail to state the Particulars of their Claim in respect of such Tramway and Branches, or the Parts thereof authorized to be purchased by the Company, or to treat with the Company, or if the said *Monmouth* Railway Company and the Company cannot agree as to the Amount of Compensation to be paid by the Company for the Interest of the *Monmouth* Railway Company in the same

Tramway

Tramway and Branches, the Amount of such Compensation shall be settled in the Manner in the said "Lands Clauses Consolidation Act, 1845," provided for settling Cases of disputed Compensation; and for the Purposes of this Act, as well in reference to a Sale by Agreement as on Failure to state such Particulars or to treat as aforesaid, the said *Monmouth* Tramway and the Branches thereof shall be deemed to be Land within the Meaning of the Word "Land" in the "Lands Clauses Consolidation Act, 1845," incorporated with this Act, and the *Monmouth* Railway Company shall be deemed to be Owners within the Meaning of the Word "Owners" in the same Act contained.

Company to purchase such Tramway and Branches, if required so to do by the Monmouth Railway Company.

XXIII. And whereas, inasmuch as the said *Monmouth* Tramway and Branches, or the greater Part thereof, will be rendered useless by the Construction of the Railway hereby authorized, it is just and reasonable that the *Monmouth* Railway Company should be compensated for the Loss which will be sustained by them by the Means aforesaid: Be it therefore enacted, That, notwithstanding some Portions of the said *Monmouth* Tramway and Branches may not be required by the Company hereby incorporated for the Purposes of the Railway, the Company hereby incorporated shall and they are hereby required, in case the said *Monmouth* Railway Company shall, under their Common Seal, require them so to do, to purchase from the said *Monmouth* Railway Company all such Portions of the said *Monmouth* Tramway and Branches as may not be required to be retained by the said *Monmouth* Railway Company, and also, if the Company shall be required so to do by the said *Monmouth* Railway Company, under the Common Seal, to purchase from the same Company all Wharves, Lands, Messuages, Buildings, and Conveniences, Works, Engines, Carriages, Machines, and other Plant and Effects to the said *Monmouth* Tramway and Branches belonging or appertaining, the Purchase or Compensation to be paid for the same, in case the said *Monmouth* Railway Company and the Company hereby incorporated cannot agree as to the Amount thereof, to be ascertained, as near as may be, allowing for the Difference in the Nature of the Property, where such Difference shall exist, in the like Manner as is herein-before provided with respect to the Parts of the Tramway and Branches which will be required to be taken for the Purposes of the Railway hereby authorized; and on the Completion of any such Purchase as aforesaid (of which Completion Transfers or Conveyances setting forth the full Consideration and Purchase Monies, and duly stamped under the Corporate Seal of the said *Monmouth* Railway Company and the Company hereby incorporated, shall be sufficient Evidence,) the Company hereby incorporated may have and hold the said *Monmouth* Tramway and Branches, and all Wharves, Messuages, Buildings, Lands, and Works connected therewith

therewith respectively, or such and so many of them as in such Transfer or Conveyance shall be expressed to be granted.

Parts of Monmouth Tramway not required for the Railway to be deemed superfluous Lands.

XXIV. That all such Parts of the *Monmouth* Tramway and Branches as may be purchased by the Company under the last Provision, and as may not be required to be retained for the Purposes of the Railway, shall be deemed to be superfluous Lands within the Meaning of the Clauses in "The Lands Clauses Consolidation Act, 1845," contained, with respect to Lands required by the Promoters of the Undertaking under the Provisions of the same Act and this Act, but which shall not be required for the Purposes thereof, and shall be sold and disposed of accordingly.

As to Payment of Purchase Money for Monmouth Tramway.

XXV. That all the Monies which shall become payable in respect of any such Sale and Purchase as aforesaid may be paid to the Committee of Management or Directors for the Time being of the said *Monmouth* Railway Company; and the said Committee or Directors, after discharging thereout all Debts and Liabilities of the said last-mentioned Company, shall stand possessed of the said Money upon trust to divide the same between the several Persons who at the Time of the Payment thereof shall be Proprietors of the Shares in the *Monmouth* Tramway and Branches, in respect of whom or upon whose Shares such Monies shall be paid in proportion and according to the Rights and Interests of the same Proprietors therein, their respective Executors, Administrators, and Assigns; and the Receipt or Receipts in Writing of any Three Members of the Committee of Management or Directors for the Time being of the said *Monmouth* Railway Company for the same, and for any other Money which may be payable to the *Monmouth* Railway Company by the Company hereby incorporated on any Account whatsoever, shall effectually discharge the Company hereby incorporated from the Sum or Sums which in such Receipt or Receipts shall be expressed or acknowledged to be received, and such last-mentioned Company shall not be obliged or concerned to see to the Division or Distribution thereof among the Shareholders of the said *Monmouth* Railway Company, or to inquire into the Validity of the Appointment of such Members of the Committee or Directors, or be otherwise answerable or accountable for any Loss, Misapplication, or Nonapplication thereof or of any Part thereof; and in case such Committee of Management or Directors shall refuse to receive or accept Payment of such Purchase or Compensation Money, or to give or procure to be given such Receipt for the same as aforesaid, the same Purchase or Compensation Money shall be paid into the Bank in the Manner in the said "Lands Clauses Consolidation Act, 1845," provided with respect to Purchase Money or Compensation coming to Parties having limited Interests, or prevented from treating, or not making Title.

XXVI. That

Receipts of incapacitated Persons for Share of Purchase Money to be good Discharges.

XXVI. That the Receipt of any Executor, Administrator, authorized Agent, Committee, or Guardian of any Proprietor in the said *Monmouth* Railway Company, or of any Person entitled to any Share or Shares therein, shall be a good and effectual Discharge to the Directors or Committee of Management for the Time being of the same Company for so much Money as shall be paid by them or by their Order to such Executor, Administrator, Agent, Committee, or Guardian for or on behalf of such Proprietor or Person, and shall be expressed in such Receipt to have been received, and shall exonerate and discharge such Directors from seeing to the Application thereof, and from being answerable for the Misapplication or Nonapplication of the same or any Part thereof, or being liable to any Duty or Obligation by reason of any Trust affecting the Person to whom such Payment shall be made, and that the Assets of the same Company or of any such Directors or Committee of Management shall not, after such Payment, be in anywise liable to the Performance of such Trusts, or to any Action or Suit at Law or in Equity in respect thereof.

Line of Railway.

XXVII. The said Railway shall commence by a Junction with the *Newport, Abergavenny, and Hereford* Railway in the Parish of *Llanvihangel Pontymoyle* in the County of *Monmouth* in a Field numbered 16 in the said Parish on the Parliamentary Plan of the said last-mentioned Railway deposited with the Clerk of the Peace for the County of *Monmouth*, and shall terminate at or near *Coleford* in the County of *Gloucester* in a Field or Piece of Land numbered 170 in the Parish of *Newland* in the said County on the Parliamentary Plan deposited by the Promoters of the Undertaking with the Clerk of the Peace for the County of *Gloucester*.

Line of Branch to Monmouth Gasworks.

XXVIII. The said Branch Railway shall commence from and out of the said intended Railway at or near *Wyesham* Farm Buildings in the Parish of *Dixton* in the said County of *Monmouth*, and shall terminate at or near the *Monmouth* Gasworks near *May Hill* in the same Parish.

Mode of effecting Communications with other Railways.

XXIX. All Communications between the Railway hereby authorized and the *Newport, Abergavenny, and Hereford* Railway shall be effected in a substantial Manner by means of Connexion Rails and Points of the Construction and laid in the Manner most approved from Time to Time, and to the Satisfaction of the Engineer for the Time being of the *Newport, Abergavenny, and Hereford* Railway Company, but at the Expense of the Company hereby incorporated.

Lands for extraordinary Purposes.

XXX. It shall be lawful for the Company and they are hereby authorized to purchase by Agreement and hold any Quantity of Lands for extraordinary Purposes not exceeding Fifteen Acres.

Money deposited in Bank of England to be forfeited unless Railway completed as proposed.

XXXI. And 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 Twenty-two thousand five hundred and two Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway and Branches for which the Promoters applied to Parliament for Authority to construct, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: And whereas the Construction of a Part only of the said last-mentioned Railway and Branches is authorized by this Act, and the Estimate for that Part is One hundred and sixty thousand Pounds: Be it enacted, That, notwithstanding anything contained in the said recited Act, the Sum of Twelve thousand Pounds, being Part of the said Sum of Twenty-two thousand five hundred and two Pounds so deposited as aforesaid in respect of the Application for this Act (such Part representing One Tenth of Three Fourths of the said last-mentioned Estimate of One hundred and sixty thousand Pounds), or the Interest or Dividends of such Sum of Money, 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 Persons named in the Warrant or Order on the Authority of which the said Sum was paid into the said Court, or the Survivors or Survivor of them, unless the 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 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 the 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 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 Twelve thousand Pounds, Part of the said Sum of Twenty-two thousand five hundred and two Pounds 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 said Sum of Twelve thousand Pounds shall have been executed by the Company, with One or more Sureties, to be approved by the Solicitor

citor to the Lords Commissioners of Her Majesty's Treasury, conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Twelve thousand Pounds if the Company shall not within the Time limited for the Completion of the Railway either open the Railway 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 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 such Sum of Money, and the Interest or Dividends thereof, shall be paid or transferred 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 for such Purpose it shall not be necessary to produce a Certificate of this Act having passed; 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 and 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, and that the Court of Chancery may make an Order for the Return of the Residue of the said Sum of Twenty-two thousand five hundred and two Pounds to 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 the Petition for such Return shall be intituled in the Matter of this Act.

Period for compulsory Purchase of Lands limited.

XXXII. The Power of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for Completion of Works.

XXXIII. The said Railway and Branch shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the Acts incorporated herewith granted to the Company for executing the said Railway and Branch, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway and Branch as shall then be completed.

Specifying Roads to be crossed on the Level.

XXXIV. Subject to the Provisions of "The Railways Clauses Consolidation Act, 1845," it shall be lawful for the Company, in the Construction of the Railway and Branch by this Act authorized, to

to carry the same respectively across and on the Level of the Roads respectively numbered on the Plans herein-before mentioned as follows; (that is to say,) the Roads numbered 24 and 55 on the said Plans in the Parish of *Landenny*, the Road numbered 4 on the said Plans in the Parish of *Ragland*, the Road numbered 15 on the said Plans in the Parish of *Mitchel Troy*, the Road numbered 17 on the said Plans in the Parish of *Wonastow*, and the Roads numbered 36 and 91 on the said Plans in the Parish of *Dixton*.

Company to erect Stations at the Point of crossing.

XXXV. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Point where the said Railway or Branch shall cross the before-mentioned Roads respectively 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 and at all Times maintain any such Station or Lodge, or to 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 be continued after such Penalty of Twenty Pounds shall have been incurred.

Board of Trade may require Bridges, in lieu of level Crossings.

XXXVI. It shall be lawful for the Board of Trade, if it shall appear to them necessary for the Public Safety, at any Time, either before or after the Railway and Branch hereby authorized to be made shall have been completed and opened for public Traffic, to require the Company, within such Time as the said Board of Trade shall direct, and at the Expense of the Company, to carry the herein-before mentioned Roads, or any or either of them, either under or over the Part of the Line of the Railway or Branch which shall be crossed thereby respectively, by means of a Bridge or Arch, in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade the best adapted for removing or diminishing the Danger arising from such level Crossings or any or either of them.

Providing for Cases of Compensation in respect of Injury done to Mines of Her Majesty.

XXXVII. The Clauses and Provisions of "The Railways Clauses Consolidation Act, 1845," with respect to Mines lying under or near the Railway and Branch, shall extend and apply to the Mines of Her Majesty in the Right of Her Crown: Provided always, that any Compensation to be paid or made by the Company to Her Majesty

Majesty for or in respect of such Mines, or any Injury done thereto, shall be settled and agreed upon between the Company and the Commissioners or Commissioner of Her Majesty's Woods, Forests, and Land Revenues for the Time being.

Company to pay Expenses of settling the Price and of Conveyance.

XXXVIII. All the Costs, Charges, and Expenses incurred or to be incurred by or on behalf of the said Commissioners or Commissioner of Her Majesty's Woods, Forests, and Land Revenues, in relation to the Construction of the Railway, or any Works, Matters, or Things appertaining thereto, through any Lands of Her Majesty in right of Her Crown, or in ascertaining and settling the Price or Compensation to be paid to the said Commissioners or Commissioner on behalf of Her Majesty as aforesaid in respect of any Lands or Mines of Her Majesty, and the Costs of any Conveyance to the Company, and of the Enrolment and Entry thereof, shall be borne and paid by the Company.

Saving Rights of the Crown.

XXXIX. Nothing in this Act or in any of the Acts herein recited or referred to contained shall extend or be construed to extend to lessen, prejudice, or derogate from any Estate, Right, Title, Interest, Franchise, Prerogative, Royalty, Jurisdiction, or Authority vested in or appertaining to the Queen's most Excellent Majesty, Her Heirs or Successors, or to lessen, prejudice, or derogate from any Power or Authority by Law vested in the Commissioners or Commissioner for the Time being of Her Majesty's Woods, Forests, and Land Revenues.

Tolls.

XL. The Company may lawfully demand and receive, in respect of the Use of the said intended Railway and Branch, any Rates, Tolls, and Charges not exceeding the Rates, Tolls, and Charges following; (that is to say,)

For every Passenger conveyed in a First-class Carriage by any Train, the Sum of Twopence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile:

For every Passenger conveyed in a Second-class Carriage by any Train, the Sum of One Penny Halfpenny *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile:

For every Passenger conveyed in a Third-class Carriage by any Train, the Sum of One Penny *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile:

For Cattle, Goods, &c.

And with respect to Horses, Cattle, Carriages, and Goods, as follows:

For every Horse, Mule, and other Beast of Draught or Burden, Threepence *per* Mile; and if conveyed in or upon any Carriage belonging

belonging to the Company, an additional Sum not exceeding One Penny *per* Mile:

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

For Calves, Pigs, Sheep, and small Animals, One Penny each *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Farthing *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 Fourpence, and the 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 One Penny:

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undrest Materials for the Repair of public Roads, Charcoal, Pig Iron, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, and Salt, and for all Coal, Slack, Cannel, Coke, Culm, and Cinders, and for Tin and Tin Plates, the Sum of One Penny Farthing *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Farthing:

For Sheet Iron, Hoop Iron, Bar Iron, and all other Descriptions of Wrought Iron, Twopence *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For Sugar, Corn and other Grain, Malt, Flour, Hides, Dyewoods, Earthenware, Timber, Pitwood, Cordwood, Staves, Deals, Nails, Anvils, Vices, and Chains, the Sum of Twopence Halfpenny *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For Cotton and other Wools, Drugs, manufactured Goods, Manchester Packs, and Metals (except Iron and Tin), the Sum of Threepence *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, the Sum of Fourpence *per* Ton *per* Mile; and if conveyed in Carriages

riages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

Provided always, that with respect to all the Matters aforesaid passed over the said intended Railway and Branch for a less Distance than Four Miles the Company may demand Toll as for Four Miles.

Tolls for propelling Power.

XLI. Subject to the other Provisions in this Act contained, the Tolls which the Company may demand for the Use of Engines for propelling Carriages on the said intended Railway and Branch shall not exceed One Halfpenny *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.

Maximum Rates of Charges for Passengers, &c.

XLII. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers along the said intended Railway and Branch, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance as aforesaid, shall not exceed the following Sums, which the said Company are hereby empowered to demand and receive; (that is to say,)

For every Passenger conveyed in a First-class Carriage by any Train, the Sum of Twopence Three Farthings *per* Mile:

For every Passenger conveyed in a Second-class Carriage by any Train, the Sum of Twopence *per* Mile:

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

For Cattle and Goods.

And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charge to be made by the Company for the Conveyance thereof along the said intended Railway and Branch, including the Tolls for the Use of the Railway, and Waggons or Trucks, and locomotive Power, and every Expense incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading of 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 following Sums, which the said Company are hereby empowered to demand and receive; (that is to say,)

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

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

For Calves, Pigs, Sheep, and small Animals, One Penny Halfpenny each *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, Fivepence *per* Mile, and a like Sum of Twopence

Twopence Halfpenny *per* Mile for every additional Quarter of a Ton which any such Carriage may weigh:

For all Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads, Charcoal, Pig Iron, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone, Iron Ore, and Salt, and for all Coal, Slack, Cannel, Coke, Culm, Cinders, Tin and Tin Plates, the Sum of One Penny Three Farthings *per* Ton *per* Mile:

For Sheet Iron, Hoop Iron, Bar Iron, and all other similar Descriptions of Wrought Iron, Twopence Three Farthings *per* Ton *per* Mile:

For Sugar, Corn, and other Grain, Malt, Flour, Hides, Dyewoods, Earthenware, Timber, Pitwood, Cordwood, Staves, Deals, Nails, Anvils, Vices, and Chains, the Sum of Threepence *per* Ton *per* Mile:

For Cotton and other Wools, Drugs, manufactured Goods, Manchester Packs, and Metals (except Iron and Tin), the Sum of Threepence Halfpenny *per* Ton *per* Mile:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, the Sum of Fourpence Halfpenny *per* Ton *per* Mile:

For all Articles, Matters, and Things not herein-before specified, the Sum of Fourpence Halfpenny *per* Ton *per* Mile:

Regulations as to maximum Rates and Charges.

And the following Regulations shall apply to such maximum Rates and Charges:

For a Fraction of a Mile beyond Four Miles or beyond any greater Number of Miles the Company may demand Tolls on Merchandise, Articles, Matters, or Things, 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 to Passengers every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

For a Portion 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:

And 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 in proportion for any smaller Quantity.

XLIII. With

Tolls for small Parcels and Articles of great Weight.

XLIII. With respect to small Packages, and single Articles of great Weight, notwithstanding the Rate of Tolls herein prescribed, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels on the Railway or on any Part thereof, as follows:

For any Parcel not exceeding Seven Pounds in Weight, Threepence:

For any Parcel not exceeding Fourteen Pounds in Weight, Sixpence:

For any Parcel not exceeding Twenty-eight Pounds in Weight, One Shilling:

For any Parcel not exceeding Fifty-six Pounds in Weight, One Shilling and Sixpence:

And for any Parcel exceeding Fifty-six Pounds in Weight but not exceeding Five hundred Pounds the Company may demand any Sum which they think fit: Provided always, that Articles sent in large aggregate Quantities, although made up as 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 One Boiler, Cylinder, a 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 Six Tons, the Company may demand such Sum as they think fit, not exceeding One Shilling *per* Ton *per* Mile:

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

Restriction as to Charges not to apply to special Trains.

XLIV. Provided always, That the Restrictions as to the Charges to be made for Passengers shall not extend to any special or extra Trains that may be required to be run upon the said Railway and Branch, 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 said Railway and Branch.

Company may take increased Charges by Agreement.

XLV. 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, in respect of the Conveyance of such Goods, other than small Parcels by Passenger or other Trains, or by reason of

any other special Service performed by the said Company in relation to such Goods.

Passengers Luggage.

XLVI. Every Passenger travelling upon the said intended Railway and Branch may take with him his ordinary Luggage, not exceeding One hundred Pounds in Weight for First-class Passengers, Sixty Pounds in Weight for Second-class Passengers, and Forty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

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

XLVII. 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 any Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

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.

XLVIII. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Tenth Year of the Reign of Her present Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the Fourteenth Year of the Reign of Her said Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways*: Nothing in this Act contained shall be held to exempt the said Railway and Branch, 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 Branch, and the Company, as far as the same be applicable thereto.

Railway, &c. not exempt from Provisions of future General Acts.

XLIX. Nothing herein contained shall be deemed or construed to exempt the Railway or Branch by this Act authorized to be made, or the Company, from the Provisions of any General Act relating to such Act, or of any General Act relating to Railways, or the better or more impartial Audit of the Accounts of Railway Companies, now in

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 Toll for small Parcels, and of the maximum Rates of Fares and Charges, authorized by this Act.

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

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