ANNO VICESIMO QUINTO & VICESIMO SEXTO

VICTORIÆ REGINÆ.

***

porated by this Act and the *Taff Vale* Railway Company should be empowered to make and carry into effect Contracts and Arrangements with respect to the working of the Railways and Works by this Act authorized to be constructed and other Purposes, and that the *Taff Vale* Railway Company should be empowered to subscribe towards the said Undertaking: And whereas the several Objects aforesaid 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,)

Short Title.

1. This Act may be cited for any Purpose as "*Cowbridge* Railway Act, 1862."

8 & 9 Vict. cc. 18. & 20. and 23 & 24 Vict. c. 106. incorporated.

2. "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act; and in construing those Acts in connexion with this Act the Term "Superior Courts" includes all Courts of competent Jurisdiction.

Certain Parts of 8 & 9 Vict. c. 16. incorporated.

3. "The Companies Clauses Consolidation Act, 1845," shall be incorporated with this Act, and shall in all Particulars not otherwise provided for by or under the Powers of this Act apply to all Shares, Stock, and Capital created under the Powers of this Act by the Company or by the *Taff Vale* Railway Company, and to all Monies borrowed and Mortgages granted under the Powers of this Act by the Company; and in construing that Act in connexion with this Act the Expression "the Special Act" shall mean this Act, the Expression "the Company" shall mean the *Cowbridge* Railway Company or the *Taff Vale* Railway Company, as the Case may require, the Expression "the Undertaking" shall mean the Undertaking of the Company or of the *Taff Vale* Railway Company, as the Case may require, and the Term "Superior Courts" and the Term "Courts of competent Jurisdiction" shall respectively include any County or other Court having by Law Cognizance of the Action, unless in so far as there may be in either Case something in the Subject or Context repugnant to or inconsistent with such Construction.

Incorporation of Company.

4. *Robert Charles Nicholl Carne, Rowland Fothergill, John Homfray, John Whitlock Nicholl Carne, James Simpson Ballard, Daniel Ithiel Edwards,* 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 and Works herein-after described, with proper Works and Conveniences

Conveniences in connexion therewith, according to the Provisions of this Act, and for other the Purposes herein and in the said incorporated Acts contained, and for the Purposes aforesaid shall be incorporated by the Name of "the *Cowbridge* 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, subject to the Restrictions herein and in the said incorporated Acts contained.

Capital.

5. The Capital of the Company shall be Thirty-five thousand Pounds, and shall be divided into Three thousand five hundred Shares of the Amount of Ten Pounds each.

Power for Taff Vale Railway Company to subscribe.

6. The *Taff Vale* Railway Company, with the Sanction of Three Fifths at least of the Votes of the Shareholders voting personally or by Proxy at some General Meeting of that Company specially convened with Notice of this Object of the Meeting, may subscribe for, take, and hold Shares or Stock in the Capital of the Company to any Extent not exceeding in the whole Five thousand Pounds.

Taff Vale Railway Company may apply any existing Funds towards their Subscription.

7. The *Taff Vale* Railway Company may apply in Payment of the Calls or Instalments upon the Shares in the Company taken by them under the Powers of this Act, and of such Sums as they may think fit to advance, and may legally advance, to the Company in anticipation of Calls, or of any Parts of those Amounts respectively, any Monies which the *Taff Vale* Railway Company for the Time being have raised or are authorized to raise by Shares or borrowing under the Provisions of any Acts relating to that Company, and which may not be required for the Purposes of those Acts respectively.

Power for the Taff Vale Railway Company to raise Money by Shares or Stock.

8. The *Taff Vale* Railway Company may, with the Sanction of not less than Three Fifths of the Votes of their Shareholders voting personally or by Proxy at any Extraordinary Meeting convened with Notice of this Object, from Time to Time raise such Sums as may be required for the Purposes of their Subscription under this Act by the Creation of Shares or Stock in their Undertaking of such Amount as the Meeting creating the same shall determine, and may (with the like Sanction) attach thereto any perpetual, terminable, fixed, variable, contingent, or absolute Preference or Priority of Interest or Dividend not exceeding the Rate of Five *per Centum per Annum* as to that Company shall seem fit.

Saving existing Preference Shares.

9. Any Preference or Priority in the Payment of Interest or Dividend which may be granted by the *Taff Vale* Railway Company in pursuance of this Act on any Shares created under the Powers of this Act, or on any Stock substituted for such Shares, shall not prejudice or affect any Preference

Preference or Priority in the Payment of Interest or Dividend on any other Shares or Stock payable out of the same Profits which may have been granted by that Company by or in pursuance of, or which may have been confirmed by, any Act of Parliament passed prior to the passing of this Act, or which may otherwise be lawfully subsisting.

Defining Profits applicable to preferential Dividends.

10. The new Shares and Stock created by the *Taff Vale* Railway Company under the Powers of this Act shall be entitled to the preferential Dividend, if any, which may have been attached to them by that Company as aforesaid out of the Profits of that Company in each Year applicable to Dividend thereon; but if in any Year ending the Thirty-first Day of *December* there shall not be Profits of the *Taff Vale* Railway Company so applicable to Dividend thereon available for the Payment of the full Amount of such preferential Dividend for that Year, no Part of the Deficiency shall be made good out of the Profits of any subsequent Year, or out of any other Funds of that Company.

Qualifications of new Shareholders.

11. All new Shares and Stock in the *Taff Vale* Railway Company created under the Powers of this Act shall, in proportion to the aggregate Amount of Capital in such Stock or Shares held by the same Person at the same Time, confer the like Qualifications and Rights of voting as the like aggregate Amount of Capital in original Shares of that Company would confer.

Disposition of such new Shares.

12. Any new Shares and Stock created by the *Taff Vale* Railway Company under the Powers of this Act may be disposed of in such Manner, and to such Persons, and on such Conditions, as that Company thinks fit.

Power for Taff Vale Company to raise Capital under any other Act of this Session and this Act by new Shares of One Class.

13. If by any other Act passed in the present Session of Parliament, whether before or after the passing of this Act, the *Taff Vale* Railway Company be authorized to raise any Capital by new Shares or Stock, then, subject to the Provisions of the other Act and this Act respectively, that Company, if they think fit, may raise, by the Creation and Issue of new Shares or Stock of one and the same Class, all or any Part of the aggregate Capital which they are by the other Act and this Act respectively authorized to raise by the Creation and Issue of new Shares or Stock.

Calls.

14. One Fourth of a Share shall be the greatest Amount of any One Call to be made on any Share created under the Powers of this Act, and Three Fourths of a Share shall be the utmost aggregate Amount of Calls made in any One Year upon any Share, and Two Months at least shall be the Interval between successive Calls.

15. All

Application of Monies.

15. All Monies raised under the Powers of this Act either by Shares or by borrowing shall be applied in carrying out the respective Purposes for which the same are by this Act authorized to be raised, and for no other Purpose.

Subscribing Company may appoint Persons to vote.

16. The *Taff Vale* Railway Company, on becoming and while continuing under the Powers of this Act Shareholders in the Undertaking, may from Time to Time appoint One Person (whether such Person shall hold Shares in the Company or not) to vote on their Behalf at any Meetings of the Company, and may from Time to Time revoke any such Appointment and appoint any other Person on their Behalf: Provided always, that every such Appointment and Revocation shall be evidenced by an Instrument in Writing under the Hand of the Chairman for the Time being of the Directors of the *Taff Vale* Railway Company, which shall be delivered to the Company and kept with their Records, and shall be at all reasonable Times open to the Inspection and Transcription of all Persons interested.

Validity of such Instruments and Acts there under.

17. Until the contrary be shown, every Instrument purporting to be the Instrument of any such Appointment or Revocation, and under the Hand of the Chairman of the *Taff Vale* Railway Company, and without Proof of the Appointment or Removal, or the Appointment or Revocation respectively, having been duly authorized by the *Taff Vale* Railway Company, or of any other Matter, except the Signature thereto, shall be Evidence of the Appointment or Revocation purporting to be thereby made: Provided always, that notwithstanding it be afterwards discovered that there was some Defect in the Appointment of a Person to vote on behalf of the *Taff Vale* Railway Company, all his Votes on behalf of the *Taff Vale* Railway Company, and all Proceedings consequent thereon or relating thereto, shall be as valid as if such Person had been duly appointed.

Power to borrow on Mortgage.

18. The Company may from Time to Time borrow on Mortgage any Sums not exceeding in the whole Eleven thousand six hundred Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Thirty-five thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up, and until the Company shall have proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation "Act, 1845," (before he so certifies,) that the whole of the said Capital of Thirty-five thousand Pounds has been subscribed for *bonâ fide*, and is held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same (of which Proof having been given the Certificate of such Justice under that Section shall be sufficient Evidence).

Arrears may be enforced by Appointment of a Receiver.

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

Interest or Dividend not to be paid on Calls paid up.

20. It shall not be lawful for the Company or the *Taff Vale* Railway 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 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 or the *Taff Vale* Railway 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.

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

21. It shall not be lawful for the Company or the *Taff Vale* Railway Company, out of any Money by this Act authorized to be raised, 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 such Company to construct any other Railway, or to execute any other Work or Undertaking.

First Ordinary Meeting.

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

Number and Qualification of Directors.

23. The Number of Directors of the Company shall be Six, and the Qualification of a Director shall be the Possession in his own Right of Shares or Stock in the Undertaking of the aggregate nominal Value of Two hundred Pounds.

Quorum of Directors.

24. The Quorum of a Meeting of Directors shall be Three.

First Directors.

25. *Robert Charles Nicholl Carne*, *Rowland Fothergill*, *John Homfray*, *John Whitlock Nicholl Carne*, *James Simpson Ballard*, and *Daniel Ithiel Edwards* shall be the First Directors of the Company, and shall continue in Office until the First Ordinary Meeting in the Year One thousand eight hundred and sixty-three.

26. At

Provision for Directors retiring and future Elections.

26. At the First Ordinary Meeting to be held in the Year One thousand eight hundred and sixty-three the Shareholders present, personally or by Proxy, may either continue in Office the First Directors or any of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the First Directors being eligible for Re-election; and at the First Ordinary Meeting to be held in the Year One thousand eight hundred and sixty-four, and at the First Ordinary Meeting in every subsequent Year, 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 of "The Companies Clauses Consolidation Act, 1845," in that Behalf, and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue Directors until others are elected in their Stead as in that Act mentioned.

Power to make Railways, &c. according to deposited Plans.

27. Whereas Plans and Sections of the proposed Railways and Works showing the Lines and Levels thereof, and also a Book of Reference thereto containing the Names of the Owners and Lessees or reputed Owners and Lessees and of the Occupiers of the Lands through which the same are intended to pass or which may be required for the Purposes of the Undertaking, were in the Month of *November* last deposited with the Clerk of the Peace for the County of *Glamorgan:* And whereas, pursuant to Resolutions of both Houses of Parliament, amended Plans and Sections of the proposed Railways and Works showing the Lines and Levels thereof were in the Month of *March* last deposited with the said Clerk of the Peace: Therefore, subject to the Provisions and Powers of Deviation in this Act and the incorporated Acts contained, the Company may make and maintain the Railways herein-after described, and Works connected therewith, in the Lines and upon the Lands delineated upon the said amended Plans and described in the said Book of Reference, and according to the Levels described in the said amended Sections, and may enter upon, take, and use such of the said Lands as shall be necessary for the Purposes of this Act.

Description of Lines.

28. The Railways and Works by this Act authorized comprise the following Railways; (to wit,)

A Railway (No. 1), (and on the Plans and Sections deposited as aforesaid called also "Main Line,") commencing in the Parish of *Cowbridge* and County of *Glamorgan* at or near the East Turnpike Gate, and terminating in the Parish of *Llantrissant* in the same County near the *Llantrissant* Station of the *South Wales* Railway:

A Railway (No. 2) commencing by a Junction with the Railway No. 1, at the Termination thereof, and terminating at or near *Maesaraul*

Maesaraul Farmhouse, and there forming a Junction with the authorized Railway of the *Llantrissant and Taff Vale Junction* Railway Company:

A Railway (No. 3) commencing from and out of the Railway No. 1 at or near *Velin Vawr* Mill, and terminating by a Junction with the *South Wales* Railway near the Goods Shed belonging to the *South Wales* Railway Company at their *Llantrissant* Station.

Dimensions of Bridges.

29. The Company may make the Bridges for carrying the Roads next herein-after mentioned over the Railway of any Width between the Fences not less than the respective Widths herein-after mentioned in connexion with those Roads respectively; (that is to say,)

Number of Road on Plans deposited for Purposes of this Act.	Parish or Place in which the Road is shown on those Plans.	Description of Road.	Width.
35	Llanblethian - -	Public Road - -	Fifteen Feet.
43	Llanblethian - -	Public Road - -	Fifteen Feet.
8	Ystrad Owen - -	Public Road - -	Fourteen Feet.
15	Ystrad Owen - -	Turnpike Road -	Twenty Feet.
29	Ystrad Owen - -	Public Road - -	Fifteen Feet.
50	Ystrad Owen - -	Turnpike Road -	Twenty Feet.
13	Llanharry - -	Public Road - -	Fourteen Feet.
31	Llantrissant - -	Turnpike Road -	Twenty Feet.
48	Llantrissant - -	Turnpike Road -	Twenty Feet.

Span of Arches.

30. The Company may make the Arch of the Bridge for carrying the Railway over the Road, which on the Plans deposited as aforesaid is numbered 24, in the Parish of *Llantrissant*, of any Height not less than Fifteen Feet, and of any Span not less than Sixteen Feet.

Power to alter Engineering Works.

31. Notwithstanding anything in "The Railways Clauses Consolidation Act, 1845," contained, the Company in the Construction of the Railways may deviate from the Line and Levels of any Arches, Tunnels, or Viaducts described in the deposited Plans or Sections, so as the Deviations be made within the Limits of Deviation shown on those Plans, and subject to the Limitations contained in the Eleventh, Twelfth, and Fifteenth Sections of that Act, and so as the Nature of the Work as described be not altered, and they may also substitute any other Engineering Work not shown on those Plans or Sections, instead of a Tunnel, Viaduct, Arch or Arches, as shown thereon, provided that every such Substitution be authorized by a Certificate of the Board of Trade; and the said Board is hereby empowered to grant such Certificate, provided it shall appear to them, upon due Inquiry, that the Company has acted in the Matter with good Faith, and that the Owners, Lessees, and Occupiers of the Land in which the Substitution is intended

to

to be made consent thereto, and also that the Safety and Convenience of the Public will not be diminished thereby: Provided that nothing herein contained shall take away or affect any of the Powers given to the Company or to the Board of Trade by the Eleventh, Twelfth, Fourteenth, or Fifteenth Sections of "The Railways Clauses Consolidation Act, 1845."

Communication with other Railway how to be made.

32. All Communications between the Railway hereby authorized to be made and the Railway of any other Company, and all such Openings in the Ledges or Flanches of such other Railway as may be necessary or convenient for effecting such Communication, shall (except in so far as may be otherwise agreed between the Company and such other Company) be made and maintained at the sole Expense of the Company, but to the reasonable Satisfaction of the Engineer for the Time being of such other Company; and in case of any Difference arising between that Engineer and the Engineer of the Company as to the Mode of effecting such Communications, then the same shall be determined, at the Cost of the Company, by a Referee to be appointed on the Application of either Company by the Board of Trade.

Provision for Watchmen, Signals, &c.

33. Each other Company with whose Railway any such Communication is made may from Time to Time erect such Signals and other Works and Conveniences either on their own Land or the Land of the Company, and appoint and remove such Watchmen, Switchmen, or other Persons, as may be necessary for the Prevention of Danger or Obstruction to or Interference with Traffic at and near the Point of Junction between their Railway and the Railway by this Act authorized; and the Working and Management of such Signals, Works, and Conveniences shall be under the exclusive Management and Regulation of such other Company; and all the Costs and Expenses of erecting and maintaining such Signals, Works, and Conveniences, and the Wages of such Watchmen, Switchmen, and other Persons, shall (except in so far as may be otherwise agreed between the Company and such other Company) at the End of every Half Year be repaid by the Company to such other Company, and in default of such Repayment the Amount of such Costs, Expenses, and Wages may be recovered from the Company by such other Company in any Court of competent Jurisdiction.

Not to interfere with Works of other Companies without Consent.

34. Nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company hereby incorporated to take or enter upon any of the Lands belonging to or authorized by any Act passed at any Time before the passing of this Act to be taken by any other Company with whose Railway any such Communication is made, or whose Railway is intended to be crossed by the Railways by this Act authorized, or to alter, vary, or interfere with their Railway, or any of the Works thereof, further or otherwise than is necessary for the convenient

convenient Formation of the Railway hereby authorized, and the convenient Junction and Intercommunication between such other Railway and the Railway hereby authorized, without the Consent in Writing of such other Company in every Instance for that Purpose first had and obtained.

As to Construction of Bridges over Railways herein named.

35. The Bridges and Works connected therewith which may be necessary for carrying the Railway over the *South Wales* Railway and the *Ely Valley* Railway respectively shall be constructed to the reasonable Satisfaction of the Engineer for the Time being of those Railways respectively, and according to Plans, Sections, and Specifications to be agreed upon between such Engineers respectively and the Engineer for the Time being of the Company, or, failing Agreement, to be settled by Arbitration in the Manner provided by "The Railways Clauses Consolidation Act, 1845," with reference to the Settlement of Disputes by Arbitration.

Saving Rights of other Companies.

36. Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, or Powers of the *Taff Vale* Railway Company, the *South Wales* Railway Company, and the *Llantrissant and Taff Vale Junction* Railway Company respectively, otherwise than is herein expressly provided.

Lands for extraordinary Purposes.

37. The Company may purchase by Agreement and not compulsorily for extraordinary Purposes, as defined in "The Railways Clauses Consolidation Act, 1845," any Quantity of Land not exceeding Two Acres.

Powers for compulsory Purchases limited.

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

Limiting Time for Exercise of other Powers.

39. Upon the Expiration of Four Years from the passing of this Act all the Powers hereby granted to the Company for making the Railways and Works hereby authorized, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the same as shall then be completed.

Security for Completion of Railway within Time limited.

40. 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 Two thousand eight hundred Pounds, being Eight *per Centum* upon the Amount of the Estimate of the Expense of the Railways authorized by this Act, has been deposited with the Court of Chancery in *England* in respect to the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Sum so deposited as aforesaid in respect of the Application

Application for this Act, or the Interest or Dividends of that Sum, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period by this Act limited for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade 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 that 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 Board of Trade, the said Sum of Money 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 so deposited 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 of the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of a Sum equal to the Sum so deposited if the Company shall not, within the Period by this Act limited for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade 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 Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, or the Executors or Administrators of such Survivor, 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

tificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Board of Trade that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Power to take Tolls.

41. It shall be lawful for the Company to demand upon or in respect of the Railways any Tolls not exceeding the following; (that is to say,)

Tonnage on Goods, &c.

In respect of the Tonnage of all Articles conveyed thereon, or upon any Part thereof, and included in the following Classes:

Class 1. For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, not exceeding, for the Use of the Railway, One Penny *per* Ton *per* Mile; and if conveyed in Carriages provided by the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

Class 2. For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slate, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Description of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, not exceeding, for the Use of the Railway, One Penny Halfpenny *per* Ton *per* Mile; and if conveyed in Carriages provided by the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

Class 3. For all Sugar, Grain, Corn, Flour, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, not exceeding, for the Use of the Railway, Twopence *per* Ton *per* Mile; and if conveyed in Carriages provided by the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings:

Class 4. For all Cotton and other Wools, Hides, Drugs, Fish, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, or Things, not exceeding, for the Use of the Railway, Threepence *per* Ton *per* Mile; and if conveyed in Carriages provided by the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

Class 5. 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, not exceeding, for the Use of the Railway and of any Truck or Platform provided by the Company, Sixpence *per* Mile; and for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton beyond One Ton which any such Carriage may weigh, an additional Sum not exceeding One Penny Halfpenny.

In

Tolls for Animals.

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

Class 6. For every Horse and Ass and other Beast of Draught or Burden conveyed in or upon any Carriage, not exceeding, for the Use of the Railway, Threepence *per* Mile; and if conveyed in or upon any Carriage provided by the Company, an additional Sum *per* Mile not exceeding One Penny:

Class 7. For every Ox, Cow, Bull, or Head of Neat Cattle, not exceeding, for the Use of the Railway, Twopence *per* Mile; and if conveyed in or upon any Carriage provided by the Company, an additional Sum *per* Mile not exceeding One Penny:

Class 8. For every Calf or Pig conveyed in or upon any Carriage, not exceeding, for the Use of the Railway, One Penny *per* Mile; and if conveyed in or upon any Carriage provided by the Company, an additional Sum *per* Mile not exceeding One Farthing:

Class 9. For every Sheep, Lamb, or other small Animal conveyed in or upon any Carriage, not exceeding, for the Use of the Railway, Three Farthings *per* Mile; and if conveyed in or upon any Carriage provided by the Company, an additional Sum *per* Mile not exceeding One Farthing.

Tolls for Passengers.

In respect of Passengers conveyed in Carriages upon the Railways, as follows:

For every Person conveyed in or upon any such Carriage, not exceeding, for the Use of the Railway, Twopence *per* Mile; and if conveyed in or upon any Carriage provided by the Company, an additional Sum *per* Mile not exceeding One Penny.

Tolls for propelling Power.

42. For the Use of any Engine provided by the Company for drawing or propelling Carriages on the Railway the Company may demand any Toll not exceeding One Penny *per* Mile for each Passenger or Animal, and for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Regulations respecting Tolls.

43. The following Provisions and Regulations shall be applicable to the fixing of the Tolls and maximum Rates of Charge; 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:

With respect to Passengers any Fraction of a Mile beyond Four Miles or beyond any greater Number of Miles shall be deemed One Mile:

For a Fraction of a Mile beyond Four Miles or beyond any greater Number of Miles the Company may, in respect of Animals, Minerals, and Goods, demand Tolls and Charges in proportion to the Number of Quarters of a Mile contained in the Fraction, and

for this Purpose a Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile:

For a Fraction of a Ton the Company may demand Tolls according to the Number of Quarters of a Ton in such Fraction, and for this Purpose a Fraction of a Quarter of a Ton 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, Beech, Teak, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and single Articles of great Weight.

44. 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 Tolls not exceeding the Tolls following; that is to say,

For Parcels not exceeding Seven Pounds in Weight, any Sum not exceeding Twopence:

For Parcels exceeding Seven Pounds and not exceeding Twenty-eight Pounds, any Sum not exceeding Fourpence:

For Parcels exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds, any Sum not exceeding Sixpence:

For Parcels exceeding Fifty-six Pounds and not exceeding Five Hundredweight 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 Term 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 any Sum not exceeding, for the Use of the Railway, Sixpence *per* Ton *per* Mile:

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

Passengers Luggage.

45. 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.

46. The

Maximum Tolls for Passengers.

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

For every Passenger conveyed in a First-class Carriage, 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 Halfpenny *per* Mile.

Maximum Tolls for Goods.

47. The maximum Rates of Charge to be made by the Company for the Conveyance of Animals and Goods, Articles, Matters, and Things, including the Tolls for the Use of the Railway and of Carriages and for locomotive Power, and every other Expense incidental to such Conveyance (except a reasonable Sum for loading, covering, and unloading Goods at any Terminal Station of such Goods, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the Company), shall not exceed the Amounts herein-after limited; (that is to say,)

For Matters herein-before comprised in Class 1, One Penny Halfpenny *per* Ton *per* Mile:

For Matters comprised in Class 2, Twopence *per* Ton *per* Mile:

For Matters comprised in Class 3, Threepence *per* Ton *per* Mile:

For Matters comprised in Class 4, Fourpence *per* Ton *per* Mile:

For any Carriage comprised in Class 5, not weighing more than One Ton, Sixpence *per* Mile; and if weighing more than One Ton, Sixpence *per* Mile for the First Ton, and One Penny Halfpenny *per* Mile for every Quarter of a Ton or fractional Part of a Quarter of a Ton beyond the First Ton:

For every Animal comprised in Class 6, Fourpence *per* Mile:

For every Animal comprised in Class 7, Twopence *per* Mile:

For every Animal comprised in Class 8, One Penny *per* Mile:

For every Animal comprised in Class 9, Three Farthings *per* Mile.

Terminal Station defined.

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

Special Trains.

49. The Restrictions as to the Charge to be made for Passengers shall not extend to any Special Train that may be required to be run upon the Railways, but shall apply only to the Ordinary and Express Trains

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

Power to take extra Tolls by Agreement.

50. This Act or anything herein contained shall not prevent the Company from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Goods of any Description, by Agreement with the Owners or Persons in charge of such Goods, either by reason of any special Service performed by the Company in relation thereto, or in respect to the Conveyance of any Goods other than small Parcels by Passenger Trains.

Power to enter into Traffic Arrangements with Taff Vale Company.

51. The Company and the *Taff Vale* Railway Company may from Time to Time enter into and carry into effect, rescind, or modify Contracts with respect to the following Purposes, or any of them, and all incidental Matters; (to wit,)

The Maintenance and Repair, Management, Use, and Working, by the *Taff Vale* Railway Company, of all or any or any Part of the Railways of the Company, and of the Works and Conveniences belonging thereto:

The Mode and Place of effecting the Junction and Communication between the *Llantrissant* Railway and the Railways by this Act authorized, and the Cost and Expenses thereof and of the Works connected therewith, the Erection and Maintenance there of such Signals, Works, and Conveniences, and the Employment there of such Watchmen, Switchmen, and other Persons as aforesaid, and the Payment of the Expenses, Wages, Costs, and Charges connected therewith:

The Management, Collection, Conveyance, and Delivery by the *Taff Vale* Railway Company of the whole or any Part of the Traffic upon the Railways, or any of them, and the Supply of any Rolling or Working Stock required for such Purposes, and the Cost and Expenses of such Working, Management, Maintenance, and Repairs:

The Interchange and Transmission of Traffic by and between the contracting Companies:

The fixing, Collection, taking, and levying of the Tolls, Rates, and Charges upon, and the Division between the contracting Companies of the Receipts arising from, the Traffic upon the Railways or any of them, or any Part thereof, and upon and from the Traffic passing to or from the Railways over the *Llantrissant* Railway, and from any Terminal Charges which the respective Companies may from Time to Time be authorized by Law to take, subject to any Deductions to be made therefrom, or any Rent or other Consideration to be paid by either of the contracting Companies to the other of them by virtue of the Contract:

The Subscription for and taking of any Shares or Stock by the *Taff Vale* Railway Company under the Authority of this Act, and the Application of any Monies subscribed by them:

And any such Contract may be made for the same Period of Time with reference to all the Purposes of the Contract, or for different Periods with reference to different Purposes.

Agreements to be approved by Board of Trade.

52. No such Contract (save only so far as it might be entered into under the Provisions of "The Railways Clauses Consolidation Act, 1845," incorporated with this Act, or any other General Statute or Law from Time to Time in force, and applicable to the contracting Companies respectively,) shall, so far as it relates to Traffic, have any Operation until the same shall have been approved of by the Board of Trade; and no such Contract shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which those Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or from any other Company, but all other Persons and Companies shall, notwithstanding any such Contract, be entitled to the Use and Benefit of the Railways to which the same Contract may 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 Contract had been entered into.

Not to affect Persons not Parties thereto.

Assent of Shareholders.

53. The Board of Trade shall not approve any such Contract as aforesaid until it has been duly assented to by Three Fifths of the Votes of the Shareholders of each Company, Party thereto, respectively at Special Meetings convened with Notice of the Object of the Meeting.

Meeting how to be convened.

54. Such Meetings shall be called by Advertisement inserted once in each of 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 by whom or on whose Behalf such Advertisement is inserted is situate, the last of which Advertisements shall be published not less than Seven Days before such Meeting, and also by Circular addressed to each Shareholder entitled to vote at Meetings of such 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.

Agreements between Companies may be revised by the Board of Trade.

55. Provided always, That at the Expiration of the first or any subsequent Period of Ten Years from the making of any such Contract requiring the Approval of the Board of Trade as aforesaid, or of any Revision of any such Contract, it shall be lawful for the Board of Trade, if they think fit, to cause the same to be revised, and the Board of Trade shall have Power to declare any Modification required by that Board to be Part of such Contract, and thenceforth such Contract shall be construed and take effect accordingly.

Notice of Revision.

56. The Company, previously to the Expiration of each such decennial Period, shall give such Notice as the Board of Trade shall prescribe that that Board has such Power, and is about to enter upon such Revision, and will entertain Complaints with a view to the Removal of any Evil resulting from any such Contract.

During Contracts Mileage Rates only to be taken on new Line.

57. During any such Contract the Railways by this Act authorized, or such of them as are comprised in the Contract, shall for the Purposes of Tolls and Charges be deemed to form One continuous Line of Railway with the *Llantrissant* Railway; and in estimating the Tolls and Charges to be taken in respect of Traffic conveyed under the Contract partly on the Railways of the Company, and partly on the Railways of or worked by the other contracting Company, for a less Distance than Four Miles, Tolls and Charges may only be charged as for Four Miles, and for each Mile or Fraction of a Mile beyond Four Miles as for One Mile only in respect of Passengers, and for each entire Mile beyond Four Miles as for One Mile only in respect of Animals, Minerals, and Goods, and for each Fraction of a Mile beyond Four Miles Tolls may be taken for Animals, Minerals, and Goods in proportion to the Number of Quarters of a Mile contained therein, and for this Purpose a Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile.

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

58. Nothing herein contained shall be deemed or construed to exempt the Railways from the Provisions of any General Act relating to Railways, or to the better or 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 or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, or of the Tolls for small Parcels, authorized by this Act.

Expenses of Acts.

59. The Costs and Expenses of obtaining and passing this Act, and preparatory or incidental thereto, shall be paid by the Company.

LONDON:
Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1862.