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Cap. ccxcv.

An Act to incorporate a Company for maintaining an existing Railway. from *Carreg Hylldrem* in the County of *Merioneth* to *Portmadoc* in the County of *Carnarvon*, and making an Extension thereof. [5th *July* 1865.]

WHEREAS a Railway from *Carrig Hylldrem* in the Parish of *Llamfrothen* in the County of *Merioneth* to *Portmadoc* in the County of *Carnarvon* has been constructed by *Hugh Beaver Roberts* of *Plas Llanddoget* in the County of *Denbigh*, Esquire, at his own Expense, and it would be of local and public Advantage to adapt and use such Railway for Passenger as well as other Traffic, and it would also be very beneficial to the Owners and Occupiers of Slate Quarries and others in that Neighbourhood to make an Extension of such Railway from its present Termination to the Waterside at *Penyclogwyn*, and Stations and Works connected with the said existing Railway and Wharfs, Landing Places, and other Conveniences at or near the Termination of such Extension Railway: And whereas the Persons herein-after named, with others, are desirous of being incorporated into a Company for the Purpose of maintaining such existing Railway and adapting the same for Passenger Traffic, and of making and maintaining such Extension Railway, Stations, and Works:

And

And whereas it is expedient, and the Persons so desirous of being incorporated into a Company as aforesaid are willing, that such existing Railway and Works should by this Act be vested in the Company: And whereas Plans and Sections of the said existing and intended Extension Railways and Works showing the Lines and Levels thereof, with a Book of Reference containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands through or upon which the same are intended to be made, or which may be required for the Purposes of the Undertaking, have been deposited with the several Clerks of the Peace for the Counties *Carnarvon* and *Merioneth*: And whereas the Purposes 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 "The *Croesor and Portmadoc* Railway Act, 1865."

8 & 9 Vict. cc. 16., 18., & 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. cc. 92. & 118. incorporated.

2. "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1845," Part I. (relating to the Cancellation and Surrender of Shares) of "The Companies Clauses Act, 1863," "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to Construction of a Railway) of "The Railways Clauses Act, 1863," (save in so far as those Acts are expressly varied or excepted by this Act,) are incorporated with this Act.

Interpretation of Terms.

3. In construing those Acts in connexion with this Act the Term "the Company" shall mean the Company by this Act incorporated, the Term "Superior Courts" shall include any Court of competent Jurisdiction as interpreted by this Act, and the Expression "Superior Court," or "Court of competent Jurisdiction," and any other like Expression in this Act and in the incorporated Acts shall be read and have effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute.

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

4. The several Words and Expressions to which by the Acts incorporated with this Act Meanings are assigned have in this Act the same respective Meanings, unless there be in the Subject or Context something repugnant to or inconsistent with such Construction, or other Meanings be assigned to them by this Act.

Incorporation of Company.

5. *Hugh Beaver Roberts, Hugh Unsworth McKie, Arthur Troughton Roberts, Richard Montagu Preston, John Ormiston, William*

William Pritchard, and *James Gregory*, 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 maintaining the existing Railway herein-after described, and of adapting and using the same Railway for Passenger as well as Goods Traffic, and of making and maintaining the Extension Railway herein-after described, together with Wharfs, Landing Places, Stations, Sidings, Approaches, Works, and Conveniences situated near or connected with such existing and Extension Railways respectively, according to the Provisions of this Act, and for other the Purposes hereby and by the said incorporated Acts respectively authorized, and for the Purposes aforesaid shall form One Body Corporate, by the Name of "The *Croesor and Portmadoc* Railway Company," 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 incorporated Acts contained.

First Ordinary Meeting.

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

Quorum of General Meetings.

7. The Quorum of every General Meeting of the Company, whether ordinary or extraordinary, shall be Five Shareholders present, personally or by proxy, and holding in the aggregate not less than Three thousand Pounds in the Capital of the Company.

Number and Qualification of Directors.

8. The Number of Directors of the Company shall be Five, and the Qualification of a Director shall be the Possession of Shares or Stock in the Undertaking of the aggregate nominal Value of Two hundred Pounds at least.

Quorum of Directors.

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

First Directors.

10. *Hugh Beaver Roberts*, *Hugh Unsworth McKie*, *Arthur Troughton Roberts*, *Richard Montagu Preston*, and *John Ormiston* shall be the First Directors of the Company, and (being neither removed nor disqualified nor having resigned) shall continue in Office until the First Ordinary Meeting of the Company.

Provision for Directors retiring and future Election.

11. At the First Ordinary Meeting of the Company 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; and at the First Ordinary Meeting to be held in the Year One thousand eight hundred and sixty-six, and at the First Ordinary Meeting in every subsequent Year, the Shareholders present, personally

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.

Newspaper for Advertisements.

12. The prescribed Newspaper for Advertisements is any Newspaper published in the County of *Carnarvon*.

Capital.

13. The Capital of the Company shall be Twenty-five thousand Pounds, divided into Five hundred Shares of the Amount of Fifty Pounds each.

Calls.

14. The greatest Amount of any One Call to be made on any Share in the Capital of the Company shall not exceed One Fifth of the Amount of such Share, and Two Months at least shall be the Interval between successive Calls, and Three Fourths of the Amount of a Share shall be the utmost aggregate Amount of the Calls to be made in any One Year upon such Share, and no Share shall be issued by the Company, or shall vest in the Person accepting the same, until not less than Twenty Pounds *per Centum* on the nominal Amount thereof shall have been paid thereon.

Power to borrow on Mortgage.

15. The Company may borrow on Mortgage any Sum not exceeding in the whole Eight thousand three hundred and thirty Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Twenty-five thousand Pounds shall have been subscribed for, and One Half thereof shall have been paid up, and the Company shall have proved to the Justice who is to certify under the Provisions contained in the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that Shares for the whole of the said Capital of Twenty-five thousand Pounds have been issued and accepted *bonâ fide*, and that One Half thereof has been paid up, and that not less than Twenty *per Centum* has been paid up on each separate Share before or at the Time of the Issue or Acceptance thereof, and that such Shares were taken *bonâ fide* and are held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same, of which Facts the Certificate of such Justice under that Section shall be sufficient Evidence.

Arrears may be enforced by Appointment of a Receiver.

16. The Mortgagees of the Company may enforce the Payment of Arrears of Principal and Interest due on their Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of a Receiver, in the event of the Principal Money or Interest due

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 in the whole.

Application of Money raised.

17. All Monies raised under the Powers of this Act, either by Shares or by borrowing, shall be applied in carrying out the Purposes of this Act, and for no other Purpose.

As to Money payable to Persons under Disability.

18. 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.

Vesting existing Railway in Company.

19. The existing Railway constructed by the said *Hugh Beaver Roberts*, (herein-after more particularly described and mentioned as "the existing Railway,") and all Sidings, Stations, Approaches, Works, and Conveniences connected therewith, and the Lands and Hereditaments in or upon which the existing Railway is situate, and all Rights, Easements, and Appurtenances belonging to or held in connexion with and for the Purposes of the existing Railway are hereby vested in the Company for all the Estate and Interest of the said *Hugh Beaver Roberts* therein.

Company to have Benefit of and be liable to Contracts of Mr. Hugh Beaver Roberts.

20. The Company shall be entitled to the Benefit of all Contracts and Agreements made and entered into by the said *Hugh Beaver Roberts* with reference to and for the Purposes of the existing Railway and Works, and shall be subject to all the Liabilities of the said *Hugh Beaver Roberts* under such Contracts and Agreements, and shall stand in the Place of the said *Hugh Beaver Roberts* with reference thereto.

Power to Company to maintain existing Railway and use same for Passenger Traffic.

21. The Company may maintain and use the existing Railway which commences at or near the Rock called *Carrig Hylldrem* in the Parish of *Llanfrothen* and County of *Merioneth*, and terminates at or near *Ynyscerrigduon* at *Portmadoc* in the Parish of *Ynyscynhaiarn* and County of *Carnarvon*, with the Stations, Approaches, Sidings, Works, and Conveniences connected therewith; and, subject to the Provisions and Powers of Deviation in this Act and the incorporated Acts contained, the Company may make and maintain other and additional Stations, Sidings, Telegraphs, Works, and Conveniences in connexion with and for the Purposes of the said existing Railway upon the Lands delineated on the said Plans and described in the said Book of Reference, and may enter upon, take, and use such of the said Lands as shall be necessary for that Purpose, and the Company may adapt and use the said existing Railway Stations, Works, and Conveniences

Conveniences as well for Passenger Traffic as for Mineral and Goods Traffic.

Power to take and use Lands for Works authorized by Act.

22. For the Purposes of the Extension Railway and Works by this Act authorized, and for carrying this Act into execution, the Company may (subject to the Provisions herein-after contained) from Time to Time enter upon, take, and use such of the Lands shown on the said Plans and specified in the said Books of Reference as they from Time to Time think expedient.

Powers for compulsory Purchases limited.

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

Limiting Time for Completion of Works.

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

Land for extraordinary Purposes.

25. 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 One Acre.

Interest in Lands omitted to be purchased for existing Railway.

26. The Clauses and Provisions of "The Lands Clauses Consolidation Act, 1845," with respect to Interests in Lands which have by Mistake been omitted to be purchased, shall extend to and include all Estates, Rights, or Interests in, or Charges affecting the Lands or any of them, held in connexion with or for the Purposes of the existing Railway which the said *Hugh Beaver Roberts* may have failed or omitted duly to purchase or pay Compensation for.

Improvements made by Mr. Roberts to be considered in estimating Compensation.

27. In estimating the Amount of Compensation to be paid by virtue of this Act and of "The Lands Clauses Consolidation Act, 1845," to the Owners and all other Parties interested in Lands and Property which have been taken or used for the Purpose of the existing Railway and Works, and in determining the Works to be made for the Accommodation of such Owners and other Parties by virtue of the same Acts, all Accommodation and other Works executed and Improvements effected by the said *Hugh Beaver Roberts* for the Benefit of such Owners and other Parties in the Construction of the existing Railway and Works shall be taken into Consideration.

28. Subject

Power to make Extension Railway.

28. Subject to the Provisions of this Act and of the Acts and Parts of Acts incorporated herewith, the Company may from Time to Time make the Extension Railway and Works by this Act authorized in the Lands shown on the said Plans and specified in the said Books of Reference, and (so far as the Railway and Works are shown on the said Plans and Sections) the Company may make the same in the Lines and in accordance with the Levels shown thereon.

Description of Extension Railway.

29. The Extension Railway by this Act authorized shall commence by a Junction with the said existing Railway at or near its Termination at *Portmadoc*, and shall terminate at or near *Borth-y-Gest* at *Trwyn-Penyclogwyn*, and be wholly situate in the said Parish of *Ynyscynhaiarn* in the County of *Carnarvon*.

Level Crossings.

30. In constructing the Extension Railway the Company may carry it, while it consists of a single Line with not more than a single Line, and when it consists of Two Lines with not more than Two Lines of Way, across and on the Level of the Roads following; (to wit,)

Number of Road on deposited Plans.	Parish or Place in which the Road is shown on those Plans.	Description of Road.
28	Parish of Ynyscynhaiarn, Portmadoc.	Public Road.
32	Parish of Ynyscynhaiarn, Portmadoc.	Public Road.

Width of Bridge between Parapets.

31. The Company may construct the Bridge for carrying the Turnpike Road in the Parish of *Llanfrothen*, and numbered 21 on the said Plans, over the Railway, so that the clear Width of Roadway between the Parapets of such Bridge shall not be less than Twenty-one Feet.

Gauge of Railway.

32. The existing and Extension Railways shall be made, maintained, and worked on a Gauge of Two Feet: Provided that it shall be lawful for the Company at any Time hereafter, with the previous Approval of the Board of Trade, to increase the Gauge of the existing and Extension Railways from Two Feet to any Gauge not exceeding Four Feet Eight Inches and a Half.

Company not to take Land of Aberystwith and Welsh Coast Railway Company

33. The Company shall not (except for the Purpose of the crossing of the Railway of the *Aberystwith and Welsh Coast* Railway Company (herein-after mentioned as the Coast Company) near *Ynys-cerrig-duon* at *Portmadoc*) enter upon, take, or use any Land or Property of the Coast Company, or which that Company are now

without Consent.

now authorized to take or use, without the previous Consent in Writing of the Coast Company under their Common Seal, and the Company shall not, without the like Consent, take or use for the Purposes of the Extension Railway by this Act authorized more Land between the Commencement thereof and the Point marked on the deposited Plans Three Furlongs and Six Chains than is sufficient for the Construction of a double Line of Railway on the mixed Gauge.

Provision as to Completion of Portion of Extension Railway.

34. The Company shall, within Twelve Months after the Receipt of Notice in Writing from the Coast Company under their Common Seal for that Purpose, make and complete that Portion of the Extension Railway which lies between the Commencement thereof and the Point marked on the said Plans Five Furlongs and Six Chains, and shall lay down thereon a single Line of Rails on the mixed Gauge of Four Feet Eight and a Half Inches and Two Feet, and may also lay down thereon such other Lines of Rails (so that the Traffic on the Extension Railway be not obstructed or impeded) as the Company think fit.

Power to other Companies to use Extension Railway.

35. The Coast Company, and all Companies and Persons lawfully using their Railway, may work over and use the Extension Railway by this Act authorized, or any Part thereof, with their Engines and Carriages, and for the Purposes of their Traffic of all Descriptions, paying to the Company One Penny *per* Ton for all Goods carried by the Coast Company over the said Extension Railway, or any Part thereof, but free of all other Tolls and Charges whatsoever, and the Company shall afford to the Coast Company, and all Companies and Persons lawfully using their Railway, all proper Facilities for the Purposes aforesaid.

Power to make Junctions with Extension Railway.

36. The Coast Company may at any Time or Times hereafter, but at their own Expense in all things, make and maintain such Junction or Junctions between their Railway and any Branch or Siding thereof and the Extension Railway by this Act authorized as the Coast Company think fit, and may also lay down and maintain any additional Rail or Rails upon the said Extension Railway, or any Part thereof, and such Siding or Sidings in connexion with the said Extension Railway as the Coast Company shall think fit, without making any Compensation to the Company in respect thereof, but so, nevertheless, as not in any way to impede or interfere with the free and convenient Working of and Traffic upon the said Extension Railway.

For regulating Traffic on Extension Railway.

37. The Regulations for managing and conducting the Traffic over the Extension Railway shall, subject to the Provisions of this Act

Act and the Acts incorporated herewith, be such as shall from Time to Time be agreed upon between the Company and the Coast Company, or, as failing Agreement, shall be settled by Arbitration in manner provided by "The Railway Companies Arbitration Act, 1859."

Security for Completion of Railway within Time limited.

38. 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 One thousand one hundred and ninety-six Pounds Sixteen Shillings (being equal to Eight *per Centum* upon the Amount of the Estimate of the Expense of the Railway by this Act authorized) 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 for this Act, or the Interest of that Sum, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be transferred or paid to or on the Application of the Person or Persons, or the Majority of the Persons, named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railways, either open the same 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 the said Period shall expire before the Company shall either have opened the Railways for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Board of Trade, the said Sum so deposited as aforesaid, and the Interest 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 One thousand one hundred and ninety-six Pounds Sixteen Shillings shall have been executed by the Company, with One or more Surety or Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of a Sum equal to the Sum of One thousand one hundred and ninety-six Pounds Sixteen Shillings so deposited as

aforesaid, 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 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 One thousand one hundred and ninety-six Pounds Sixteen Shillings, and the Interest or Dividends thereof, shall be transferred and paid to or on the Application of the Person or Persons, or the Majority of the Persons, named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, 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 One thousand one hundred and ninety-six Pounds Sixteen Shillings, 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 Board of Trade that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

39. The Company may demand any Tolls for the Use of the Railway not exceeding the following; (to wit,)

On Goods and Merchandise.

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

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, all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, and all Sugar, Grain, Corn, Flour, Meal, Bread, Potatoes, Hay, Straw, Flax, Tow, Linen or Cotton Yarn, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

Class 2. For all Cotton and other Wools, Drugs (except Vitriol), manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Fourpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

Class 3. And for every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform belonging to the Company, *per* Mile not exceeding Sixpence; and a like Sum of One Penny Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage so conveyed may weigh.

For Animals, &c.

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

Class 4. For every Horse, Mule, Ass, or other Beast of Draught or Burden, Ox, Cow, Bull, or Head of Neat Cattle, conveyed in or upon any such Carriage, *per* Mile not exceeding Threepence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

Class 5. For every Calf or Pig conveyed in or upon any such Carriage, the Sum of Twopence *per* Mile; and if conveyed in any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

Class 6. For every Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny.

For Passengers.

In respect to Passengers conveyed in Carriages upon the Railway, as follows:

For every Person conveyed in or upon any such Carriage, *per* Mile not exceeding Threepence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny.

Tolls for propelling Power.

40. The Company may demand for the Use of Engines for propelling Carriages on the Railway any Tolls not exceeding One Penny *per* Mile for each Passenger or Animal, or for each Ton of Goods or other Articles, in addition to the several other Tolls by this Act authorized to be taken.

Maximum Rates of Charge for Passengers.

41. 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,

Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums:

For every Passenger conveyed in a First-class Carriage, the Sum of Threepence *per* Mile:

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

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

Restrictions as to Charges not to apply to Special Trains.

42. The Restriction as to the Charges to be made for Passengers shall not extend to any Special Train that may be required to be run upon the Railway, but shall apply only to the Ordinary and Express Trains appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway.

Passengers Luggage.

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

Maximum Charges for Goods and Animals.

44. The maximum Rate of Charge to be made by the Company for the Conveyance of Animals, Articles, Matters, or Things respectively included in the Classes before mentioned, 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 following; (to wit,)

For the Matters mentioned in Class 1, not exceeding *per* Ton *per* Mile the Tolls following; (that is to say,)

Until the Expiration of Ten Years from the passing of this Act, or until the Company shall have conveyed upon the Railway in any One Year ending on the Thirty-first Day of *December* Thirty thousand Tons of Minerals and Goods (whichever shall first happen), Threepence Halfpenny, and thenceforward, until the Company shall have conveyed in any One Year ending on the Thirty-first Day of *December* Fifty thousand Tons of Minerals and Goods, Threepence, and thenceforward, until the Company shall have conveyed in any One Year ending on the Thirty-first Day of *December* One hundred thousand Tons of Mineral and Goods, Twopence Halfpenny, and thenceforward Twopence:

For

For the Matters mentioned in Class 2, not exceeding *per* Ton *per* Mile, until the Expiration of Ten Years from the passing of this Act, or until the Company shall have conveyed upon the Railway in any One Year ending on the Thirty-first Day of *December* Fifty thousand Tons of Minerals and Goods (whichever shall first happen), Fourpence, and thenceforward Threepence Halfpenny :

For any Carriage mentioned under Class 3, not weighing more than One Ton, not exceeding Sixpence *per* Mile, and if weighing more than One Ton, not exceeding One Penny Halfpenny *per* Mile for every Quarter of a Ton or fractional Part of a Quarter of a Ton :

For every Animal mentioned in Class 4, not exceeding Fourpence *per* Mile :

For every Animal mentioned in Class 5, not exceeding Threepence *per* Mile :

For every Animal mentioned in Class 6, not exceeding One Penny Halfpenny *per* Mile.

Regulations as to Tolls.

45. The following Provisions and Regulations shall be applicable to the fixing of the Tolls and maximum Rates of Charge ; (to wit,)

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

For a Fraction of a Mile beyond Four Miles, or beyond any greater Number of Miles, the Company may demand in respect of Passengers Tolls and Charges as for One Mile ; and in respect of Animals and Articles Tolls and Charges in proportion to the Number of Quarters of a Mile contained in such Fraction, and for this last-mentioned 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 Toll according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton :

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight :

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and single

46. With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the

Articles of great Weight.

the Company may demand any Tolls not exceeding the following; (to wit,)

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

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

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

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

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

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

Provided 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 any One 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 Sixpence *per* Ton *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

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

Definition of Terminal Station.

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

Company may take increased Charges by Agreement.

48. 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 and

49. The Company on the one hand and the *Aberystwith and Welsh Coast* Railway Company, and the *Beddgelert and Portmadoc* Railway

Railway Company, or either of them, on the other hand, may from Time to Time enter into Agreements with respect to the following Purposes, or any of them, and all incidental Matters; (that is to say,) other Arrangements.

The Use and Management of the Extension Railway authorized by this Act, or any Part or Parts thereof, and the Stations, Works, and Conveniences connected therewith:

The Collection, Conveyance, Delivery, and Regulation of the Traffic on the said Extension Railway:

The Fixing, Collection, Payment, Division, and Appropriation of the Tolls and other Income arising in respect of Traffic on all or any Part of the Railways of the contracting Companies:

The Employment and Dismissal of Officers and Servants:

And, subject to the Provisions of this Act, any such Agreement may be made for the same Period of Time with reference to all the Purposes aforesaid, or for different Periods with reference to different Purposes.

Tolls during Contract.

50. If and while under any such Agreement the Extension Railway authorized by this Act shall be used by any other Company, that Railway shall, for the Purposes of Tolls and Charges, be deemed Part of the Railway of the Company by which the Extension Railway by this Act authorized shall be so used, and to form with the Railway of such Company One continuous Line of Railway, and in estimating the Tolls and Charges to be taken in respect of Traffic conveyed under the Agreement partly on the Railway by this Act authorized and partly on the Railway of any other 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 and Charges may be taken for Animals, Minerals, and Goods in proportion to the Numbers 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, and no other Short-distance Charge except for Four Miles shall be charged.

Saving Rights of the Crown.

51. Nothing contained in this Act or in any of the Acts herein referred to shall authorize the Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights of whatsoever Nature, belonging to or enjoyed or exerciseable by the Queen's most Excellent Majesty in right of Her Crown, without the previous Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose (which Consent such Commissioners

are

are hereby respectively authorized to give); and nothing in the said Act or Acts contained shall divest, take away, prejudice, diminish, or alter any Estate, Right, Privilege, Power, or Authority now or from Time to Time vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

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

52. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of 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.

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

53. It shall not be lawful for the 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 the Company to construct any other Railway, or execute any other Work or Undertaking.

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

54. Nothing in this Act contained shall exempt the Railways by this Act authorized to be made from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges or of the Rates for small Parcels by this Act respectively authorized.

Expenses of Act.

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

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