ANNO VICESIMO TERTIO & VICESIMO QUARTO

VICTORIÆ REGINÆ.

Cap. clxxxviii.

An Act for making a Railway from *Llangollen* in the County of *Denbigh* to *Corwen* in the County of *Merioneth*, and for other Purposes.

[6th *August* 1860.]

WHEREAS a Railway from the Town of *Llangollen* in the County of *Denbigh* to the Town of *Corwen* in the County of *Merioneth* would be of great public and local Advantage: And whereas the estimated Cost of the said Undertaking is Ninety thousand Pounds: And whereas the Persons herein-after named, with others, are willing, at their own Expense, to carry the said Undertaking into execution: And whereas Plans and Sections of the intended Railway showing the Line and Levels thereof, and also 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 are intended to pass, or which may be required for the Purposes of the Undertaking, have been deposited with the respective Clerks of the Peace for the Counties of *Denbigh* and *Merioneth*: And whereas it is expedient that Provision should be made for enabling the Company herein-after incorporated and the *Vale of Llangollen* Railway Company and the *Great Western* Railway Company to make and enter into such Agreements and Arrangements as are herein-after authorized with respect

respect to the working and Use of the Lines of Railway belonging to the said Companies respectively, and the Regulation and Management of the Traffic thereon, and the Division and Apportionment of the Profits arising therefrom; but the 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 of the Commons, in this present Parliament assembled, and by Authority of the same, as follows:

8 & 9 Vict. cc. 16. 18. and 20. incorporated.

I. The several Acts of Parliament following, (that is to say,) "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall, excepting in so far as expressly varied or altered by this Act, be incorporated with this Act.

Short Title.

II. In citing this Act for any Purpose it shall be sufficient to use the Expression "The *Llangollen and Corwen* Railway Act, 1860."

Subscribers incorporated.

III. *John Ralph Ormsby Gore, Alexander Reid, Frederick Richard West, Charles John Tottenham, William Wardell, William Henry Darby, John Robertson, Ebenezer Cooper, John Kenyon Blackwell*, 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 herein-after mentioned, and for such Purpose shall be incorporated by the Name of "The *Llangollen and Corwen* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have a Common Seal, and Power to purchase and hold Lands for the Purpose of the Undertaking, within the Restrictions herein and in the said Acts contained.

Capital.

IV. The Share Capital of the Company shall be Ninety thousand Pounds, and all and every Part thereof shall be applied only in carrying into execution the Objects and Purposes of this Act.

Number and Amount of Shares.

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

Calls.

VI. Two Pounds Ten Shillings *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Two Months at the least shall intervene 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.

VII. The

Power to borrow on Mortgage.

VII. The Company may borrow on Mortgage any Monies not exceeding in the whole Thirty thousand Pounds, but no Part thereof shall be borrowed until the whole of the Capital of Ninety thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up, and 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 all the Capital which the Company are by this Act authorized to raise by the Creation of Shares has been subscribed for *bonâ fide*, and is held by Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable, and all Monies so to be borrowed shall be applied only in carrying into execution the Objects and Purposes of this Act.

Arrears may be enforced by Appointment of Receiver.

VIII. The Mortgagees of the Company may enforce the Payment of the Arrears of Principal and Interest due on any Mortgage by the Appointment of a Receiver, and in order to authorize the Appointment of such Receiver, in the event of the Principal Monies due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Five thousand Pounds in the whole.

Interest not to be paid on Calls.

IX. It shall not be lawful for the Company, out of any Money by this or any other Act relating to the Company authorized to be raised by Calls in respect of Shares or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital of the Company, but nothing herein contained shall prevent the Company from paying to any Shareholder Interest on Money advanced by him beyond the Amount of the Calls made in conformity with the Provisions of "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

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

X. 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 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.

First and subsequent General Meetings.

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

the Directors may appoint, and all Ordinary Meetings shall be held in the Town of *Llangollen* or such other Place as the Directors may appoint.

Quorum of General Meetings.

XII. The Quorum of General Meetings of the Company shall be Ten Shareholders present, personally or by Proxy, holding in the aggregate not less than Ten thousand Pounds in the Capital of the Company.

Number and Qualification of Directors.

XIII. The Number of the Directors, exclusive of the Director to be appointed by the Owner for the Time being of the Mansion House of *Plas Berwyn*, under the Power to that Effect herein-after contained, shall be not more than Nine nor fewer than Five, and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Capital of the Company.

First Directors.

XIV. *Charles John Tottenham*, as the present Owner of the Mansion House of *Plas Berwyn*, *John Kenyon Blackwell*, *Ebenezer Cooper*, *William Henry Darby*, *John Ralph Ormsby Gore*, *Alexander Reid*, *John Robertson*, *Frederick Richard West*, and *William Wardell* shall be Nine of the First Directors of the Company.

Power to Owners of Plas Berwyn to appoint a Director.

XV. The said *Charles John Tottenham* during his Life, and from and after his Decease the Owner or Owners for the Time being of the Mansion House of *Plas Berwyn* in the County of *Merioneth*, or during the Minority of any such Owner or Owners his, her, or their Guardian or Guardians, Trustee or Trustees, by Writing under his, her, or their Hand or Hands, may from Time to Time appoint One Director of the said Company, in addition to the Directors to be chosen and elected by the Shareholders; and in case of the Death, Resignation, or Removal by such Owner or Owners, Guardian or Guardians, Trustee or Trustees, of any Director to be so appointed, then he, she, or they may from Time to Time thereafter appoint some other Person as a Director in the Room of such Director who shall die, resign, or be removed as aforesaid: Provided always, that when and so often as the Power of appointing such Director as aforesaid is for the Time being vested in One Person only (being a Male) it shall be lawful for such Person to appoint himself, and when and so often as such Power is for the Time being vested in Two or more Persons it shall be lawful for them to appoint One of themselves (being a Male) as such Director: Provided also, that the Qualification of every such Director respectively shall be the Possession of Five hundred Pounds of the Capital of the said Company.

Such Director not to retire by Rotation.

XVI. Any Director appointed by or on behalf of the Owner of *Plas Berwyn* for the Time being shall not retire by Rotation.

XVII. Pro-

Provision for Cessor of Power of Owner of Plas Berwyn to name a Director.

XVII. Provided also, That the said Power of appointing a Director immediately herein-before granted shall cease and determine in case the Company hereby incorporated shall hereafter become amalgamated with any other Company formed or to be formed for constructing any Railway in connexion with or continuation of the Railway hereby authorized to the West Coast of *North Wales*, or in case any Railway so to be formed shall become the Subject of any Working Arrangement affecting such Railway and the Railway hereby authorized.

Election of Directors at First Ordinary Meeting.

XVIII. The Directors appointed by this Act, other than the said *Charles John Tottenham*, who shall be entitled to continue as a Director, 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, other than as aforesaid, 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.

XIX. At the First Ordinary Meeting in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected, and at each subsequent Ordinary Meeting to be held at the End of each Year thereafter, One Third of the Directors, or as nearly One Third as may be, shall retire from Office, and the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, in conformity with the Provisions in "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 died or resigned, shall continue to be Directors until others are elected in their Stead, in manner provided by the said last-mentioned Act.

Quorum of Directors.

XX. The Quorum of a Meeting of Directors shall be Three, exclusive of the *Plas Berwyn* Director.

Newspapers for Advertisements.

XXI. The Newspapers in which Advertisements relating to the Affairs of the Company are to be inserted shall be some Newspaper published in the County of *Denbigh* or any adjoining County.

Line of Railway.

XXII. The Company may make and maintain the Railway hereinafter mentioned, with all proper Works, Approaches, Stations, and Conveniences connected therewith; (that is to say,)

A Railway commencing by a Junction with the *Vale of Llangollen* Railway, as authorized by "The *Vale of Llangollen* Railway Act, 1859," at the *Llangollen* Terminus thereof in the Parish of *Llangollen*

gollen and County of *Denbigh*, and terminating in a Garden occupied by *James Walch* with the *Glyndwr Arms* Hotel in the Parish of *Corwen* and County of *Merioneth*.

Power to make Railway according to deposited Plans.

XXIII. The Company may, subject to the Provisions and Powers of Deviation in this Act and the Acts incorporated herewith contained, make and maintain the Railway and Works in the Line and upon the Lands delineated on the Plans and described in the Book of Reference, and according to the Levels defined on the Sections deposited with the respective Clerks of the Peace for the Counties of *Denbigh* and *Merioneth* as aforesaid, and may enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

As to Interference with the Shrewsbury and Holyhead Road.

XXIV. In constructing the Railway near or by the Side of the *Shrewsbury and Holyhead* Road in the Parish of *Corwen* in the County of *Merioneth*, the Company may divert the said Road at the Two several Points, and to the Extent in each Case shown upon the deposited Plan, but so nevertheless that the Company shall not in either Case make the Inclination of the diverted Portion of Road steeper than the Inclination of the Portion of Road abandoned on account of such Diversion, and shall make and complete the diverted Portions of Road and the Footways and Fences thereof to the entire Satisfaction of the Engineer or Surveyor of the Commissioners for the Time being of Her Majesty's Works and Public Buildings; but, except as herein enacted with reference to such Diversions, it shall not be lawful for the Company to take or encroach upon or in any Manner to interfere with the said Road or any Part thereof, in whatever Parish situate, or any of the Ditches or Fences belonging thereto, anything in this Act contained to the contrary notwithstanding.

Communications with Vale of Llangollen Railway.

XXV. The Company may make such Openings in and Alterations of the Rails of the *Vale of Llangollen* Railway as are necessary in order to effect the Communication hereby authorized between that Railway and the Railway hereby authorized; and such Communications shall be effected in a substantial Manner by means of connexion Rails and Points of the Construction and laid in the Manner which the Engineer for the Time being of the *Vale of Llangollen* Railway Company may from Time to Time approve and require, and shall be executed to his Satisfaction in all respects; and in case of any Difference arising as to the Mode of effecting such Communications, the same shall be determined, at the Cost of the Company, by a Referee to be appointed by the Board of Trade, on the Application of either Company.

Expenses of Communications to be

XXVI. The Expenses of the Communications hereby authorized with the *Vale of Llangollen* Railway, and of all the necessary Openings in the Rails

Rails thereof, and of all other Works which may from Time to Time be requisite for effecting, altering, and amending such Communication, and for repairing and maintaining such Rails and Points, shall be borne and paid by the Company; and such Communications, Openings, and Works shall be in the first instance made, and be afterwards from Time to Time altered, amended, repaired, and maintained, under the Direction and Superintendence and to the reasonable Satisfaction of the Engineer for the Time being of the *Vale of Llangollen* Railway Company, and in such Manner and by such Ways and Means respectively as shall not injure the said *Vale of Llangollen* Railway, or impede or interfere with the free, uninterrupted, and safe Passage along the same.

borne by the Company.

XXVII. The *Vale of Llangollen* Railway Company may from Time to Time erect, maintain, and alter such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Pointsmen, and other Servants, as that Company may deem necessary for the Prevention of Damage to or Detention of or Interference with Traffic at or near the Junctions between their Railway and the Railway hereby authorized; and the working and Management of such Signals, Works, and Conveniences, and the Control and Direction of such Watchmen, Pointsmen, and other Servants, shall belong exclusively to the *Vale of Llangollen* Railway Company, and all the Costs and Expenses during each Half Year of erecting and maintaining and altering such Signals, Works, and Conveniences, and of employing and paying such Watchmen, Pointsmen, and other Servants, shall at the Expiration of such Half Year be repaid by the Company to that Company, on Demand, and in default the Amount of such Costs and Expenses may be recovered from the Company in any Court of competent Jurisdiction.

Signals, &c. to be erected and maintained, and Persons appointed to prevent Danger at Points of Junction.

XXVIII. Nothing in this Act contained shall extend or be deemed or construed to extend, to authorize or enable the Company to take or enter upon any of the Lands belonging to the *Vale of Llangollen* Railway Company, or to alter, vary, or interfere with their Railway or any of the Works thereof, further or otherwise than is necessary for the convenient Junction and Intercommunication between the said Railway and the Railway hereby authorized, without the Consent in Writing of the said Company in every Instance for that Purpose first had and obtained.

Company not to take Lands, &c. of the Vale of Llangollen Railway, without Consent.

XXIX. Provided always, That, except as is by this Act expressly provided, this Act or anything therein contained shall not take away, diminish, alter, or prejudice any of the Rights, Privileges, Powers, or Authorities of the *Vale of Llangollen* Railway Company.

Saving Rights of of the Vale of Llangollen Railway Company.

XXX. The Company may purchase and hold any Quantity of Land for extraordinary Purposes not exceeding in the whole Ten Acres.

Lands for extraordinary Purposes.

XXXI. The

Powers for compulsory Purchases limited.

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

Period for Completion of Works.

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

Inclination of Roads.

XXXIII. It shall be lawful for the Company to make the Inclination of the public Carriage Road numbered 30 in the Parish of *Corwen* on the said deposited Plans, when altered for the Purposes of this Act, not steeper than One in Eighteen.

Power to stop up certain Roads.

XXXIV. It shall be lawful for the Company to stop up the following Roads; (that is to say,)

Number of Road on Plans deposited for the Purposes of this Act.	Parish.	Description of Road.
25 A	Corwen	Public Carriage Road.
52	Corwen	Public Carriage Road.

And after the same shall have been stopped up it shall not be lawful for any Person to travel over or use the same, and thenceforth the Soil of the same shall belong to the Owners of the adjoining Lands in equal Proportions.

Tolls.

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

Tonnage on Articles of Merchandise.

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

For all Dung, Compost, Salt for agricultural Purposes, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Halfpenny:

For Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, and Ironstone and Iron Ore, *per* Ton *per* Mile One Penny Halfpenny; and if conveyed

conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Halfpenny:

For all Sheet Iron, Hoop Iron, and all similar Descriptions of wrought Iron, Pig Iron, Rod Iron, and other similar Articles of Merchandise, Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Halfpenny:

For all Sugar, Grain, Salt for domestic Purposes, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, and Deals, and Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum of Three Farthings *per* Ton *per* Mile:

For all Cotton, Wool, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Penny:

And for every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per* Mile Fivepence:

And a Sum of One Penny Farthing *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh.

Tolls for Passengers and Cattle.

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

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

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

For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, *per* Mile Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile of One Penny:

For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile of One Farthing:

Tolls for propelling Power.

XXXVII. The Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed One Halfpenny *per* Mile for each Passenger or Animal, or for each Ton of Goods

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.

XXXVIII. The maximum Rates of Charges 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 for every other Expense incidental to such Conveyance, shall not exceed the following Sums; (that is to say,)

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 Farthing *per* Mile.

Maximum Rates for Cattle, Goods, &c.

XXXIX. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charges to be made by the Company, including the Tolls for the Use of the Railway and for Carriages, and for locomotive Power, and every Expense incidental to such Conveyance, shall not exceed the following Sums:

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

For every Ox, Cow, Bull, or Head of Neat Cattle, the Sum of Twopence *per* Mile:

For every Calf, Pig, Sheep, or other small Animal, One Penny *per* Mile:

For every Carriage, the Sum of Sixpence *per* Mile:

For Culm, Coke, Ironstone, Iron Ore, Pig Iron, and Bar Iron, Twopence *per* Ton *per* Mile:

For Coal, Dung, Compost, Salt for agricultural Purposes, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, Charcoal and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, and Sand, the Sum of One Penny Halfpenny *per* Ton *per* Mile:

For all Sugar, Salt for domestic Purposes, Grain, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, the Sum of Threepence *per* Ton *per* Mile:

For all Cotton and other Wools, Drugs, and other manufactured Goods, the Sum of Fourpence *per* Ton *per* Mile:

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

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, the Sum of Fivepence *per* Ton *per* Mile.

Provided

Provided always, that it shall be lawful for the Company to demand and take, in addition to the Tolls, Rates, and Charges which are herein-before authorized, a reasonable Sum for the Delivery and Collection of Goods and other Services incidental to the Business of a Carrier, where such Services respectively shall be performed by the Company otherwise than upon the Premises of the Railway.

Regulations as to the Tolls.

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

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

Provided always, that if the Railway shall be worked continuously with the *Vale of Llangollen* Railway, under the Powers to that Effect herein-after contained, Articles or Persons conveyed continuously for a less Distance than Four Miles upon the said Two Railways shall only be charged once as for Four entire Miles, in the same Manner as if the *Vale of Llangollen* Railway had formed Part of the Railway hereby authorized, anything in "The *Vale of Llangollen* Railway Act, 1859," to the contrary notwithstanding:

For a Fraction of a Mile beyond Four Miles or beyond any greater Number of Miles the Company may demand Toll and Charges in respect of Goods and Minerals for each Fraction in proportion to the Number of Quarters of a Mile contained therein, and the Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile; and in respect of Passengers any Fraction of a Mile shall be considered as One Mile:

For any Passenger conveyed along any Part of the Railway any fractional Part of a Penny may be charged as a Penny:

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, or 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 Articles of great Weight.

XLI. And with respect to small Packages and single Articles of great Weight, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage (over the whole or any Part of the Line) of small Parcels not exceeding Seven Pounds in Weight, Threepence:

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

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

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

For any Parcel exceeding Fifty-six Pounds and not exceeding One hundred and twelve Pounds in Weight, Two Shillings:

For any Parcel exceeding One hundred and twelve Pounds and not exceeding Two hundred and twenty-four Pounds in Weight, Four Shillings:

For Parcels exceeding Two hundred and twenty-four Pounds and not exceeding Five hundred Pounds in Weight, the Company may demand any Sum which they think fit: Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

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

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, or which, on account of the Length thereof, may require more than One Carriage, the Company may demand such Sum as they think fit.

Passengers Luggage.

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

Restriction as to Charges not to apply to Special Trains.

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

Company may take increased Charges by Agreement.

XLIV. Nothing herein contained shall be held to prevent the Company from taking any increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either

either in respect of the Conveyance of such Goods (except small Parcels) by Passenger or other Trains, or by reason of any other special Service performed by the Company in relation to such Goods.

Power to make Traffic Arrangements with the Great Western and Vale of Llangollen Railway Companies.

XLV. The Company and the *Great Western* Railway Company and the *Vale of Llangollen* Railway Company, or either of the last-named Companies, may from Time to Time make any Contracts and Agreements with respect to the following Purposes or any of them; (that is to say,)

First, the User, working, and Maintenance by the *Great Western* Railway Company and the *Vale of Llangollen* Railway Company or either of them of all or any Part of the Railway hereby authorized, and the Stations, Sidings, Watering Places, and all other Works and Conveniences belonging thereto, and likewise the User and working by the Company of the *Great Western* Railway or the *Vale of Llangollen* Railway, or any Part thereof respectively, and of the Stations, Sidings, Watering Places, and all other Works and Conveniences belonging to the said Railways respectively:

Secondly, the Conveyance by the *Great Western* Railway Company and the *Vale of Llangollen* Railway Company or either of them of all or any Part of the Traffic passing upon or over the Railway hereby authorized, or any Part thereof:

Thirdly, the Supply of any Rolling or Working Stock to or by the Company hereby incorporated:

Fourthly, the Accommodation, Conveyance, forwarding, Interchange, and Management of Traffic on, to, and from the Railways of the said respective Companies or any Part thereof respectively:

Fifthly, the Division between the Companies Parties to such Contracts of the Profits and Receipts arising from the Traffic upon their respective Railways or any Part thereof respectively:

Sixthly, the Tolls, Rates, Duties, and Charges, Rent, or other Consideration to be charged in respect of such Traffic, or to be paid in respect of such User, and the fixing and appointing of such Tolls, Rates, Duties, and Charges, Rent or other Consideration, or any of them.

Duration of Contract.

XLVI. Provided always, That any such Contract shall not be for more than Ten Years, and that the same shall not be valid and binding unless and until approved of by the Board of Trade, who shall not approve such Contract without being satisfied that the same has been duly assented to by the Shareholders of the Companies Parties thereto, in Extraordinary Meeting assembled for the Purpose, as herein-after provided.

Sanction of Extraordinary General Meetings to Traffic Arrangements.

XLVII. Provided also, That any such Contract shall not be valid without the Sanction of an Extraordinary General Meeting of each of the Companies Parties to such Contract as aforesaid, given by a Majority at each such Meeting, such Majority consisting of the Holders of Three Fifths of the Capital represented thereat respectively, personally or by Proxy.

Meetings how to be convened.

XLVIII. Such Meeting shall be called by Advertisements inserted for Two successive Weeks in some Newspaper of the County in which the principal Office of the Company so meeting is situate, or if there be no Newspaper published therein, then in some Newspaper published in an adjoining County, the last of which Advertisements shall be published not less than Seven Days before such Meeting.

Traffic Arrangements not to affect Tolls, &c.

XLIX. Provided also, That any such Contract shall not in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the respective Companies are from Time to Time respectively authorized to demand or receive from any Person not Party to the Contract, but all such other Persons shall, notwithstanding any such Contract, be entitled to use the Railways to which the Contract relates upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as if the Contract were not entered into.

Joint Committees for Purposes of Traffic.

L. For the Purposes of any such Contract, the Companies may from Time to Time (if they think fit) appoint such Joint Committees, composed of such Number of their Directors respectively as they think fit, and may regulate the Proceedings of such Joint Committees, and may delegate to and confer on such Joint Committees all such Powers for carrying into effect such Contracts and Agreements, or any of the Objects or Purposes thereof, as the Companies respectively think fit.

Powers of Joint Committees.

LI. Every such Joint Committee shall have and may exercise the Powers so from Time to Time delegated to and conferred on them, in like Manner as the same might be had and exercised by each of the Companies respectively or their respective Directors.

As to Settlement of Disputes by Arbitration.

LII. If any Difference shall arise between the Companies, or between their respective Representatives upon any such Joint Committee, respecting any of the Objects and Purposes of any Contract or any other Matter whatsoever arising out of such Contract, or out of the Provisions of this Act not herein-before specially provided for, such Difference shall from Time to Time be referred to Arbitration in the Manner prescribed by "The Railways Clauses Consolidation Act, 1845," for the Settlement of Disputes by Arbitration: Provided always, that it shall be lawful for the Companies in the first instance to agree on the Appointment of a single Arbitrator or Umpire, whose Award shall be binding on them.

Contract may be renewed, with Approval of the Board of Trade.

LIII. At the Expiration of the said Contract the said Companies, with the Sanction of an Extraordinary Meeting of their Shareholders respectively, convened with special Notice of the Object, given by a Majority at each such Meeting, such Majority consisting of the Holders of Three Fifths of the Capital represented thereat respectively, personally or by Proxy, may enter into a further Contract for a further Term not exceeding Ten Years for all or any of the Purposes aforesaid, subject to the Approval of the Board of Trade: Provided always, that before such

Companies

Companies shall enter into any such further Contract as aforesaid they shall give Notice of their Intention to enter into such Contract by Advertisement inserted once in each of Three successive Weeks in some Newspaper published in *London*, and also in some Newspaper published or circulating in the County in which the principal Office of the Company so meeting is situate, or if there be no Newspaper published therein, then in a Newspaper published in some adjoining County; and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Contract, and desiring to object thereto, may bring such Objection before the Board of Trade; and no such Contract shall be valid or binding until the same shall have been approved of by the Board of Trade, who shall not approve any such Contract without being satisfied that the same has been duly assented to by the Shareholders of the several Companies Parties thereto in manner before provided.

Public Notice to be given of the Intention to enter into Contract.

Contract inoperative until approved by the Board of Trade.

LIV. 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, Seven thousand two hundred Pounds, being Eight Pounds *per Centum* of the Amount of the Estimate of the Expense of the Railway authorized by this Act, have been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Seven thousand two hundred Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such 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 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 hereby incorporated shall, previously to the Expiration of the Period limited by this Act for the Completion of the Railway hereby authorized to be made, open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the said Company shall have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said 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 Con-

Providing for Completion of Railway.

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 Seven thousand two hundred Pounds shall have been executed by the said Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of Seven thousand two hundred Pounds, if the said Company shall not within the Time limited for the Completion of the said Railway, open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if such Bond shall have been deposited with the Solicitor to the said Lords Commissioners, then such 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, 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 Money, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the 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 Fact so certified.

Railway not exempt from Provisions of present and future General Acts

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

Expenses of Act.

LVI. All Costs, Charges, and Expenses connected with the passing of this Act shall be paid by the Company.

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