ANNO VICESIMO OCTAVO & VICESIMO NONO

VICTORIÆ REGINÆ.

Cap. cccxii.

An Act to authorize the Construction of a Railway between *Ross* and *Monmouth*; and for other Purposes. [5th *July* 1865.]

WHEREAS the Construction of the Railway herein-after described would be attended with great local and public Advantage: And whereas the Persons in this Act named, with others, are willing at their own Expense to construct the Railway, and it is expedient that Powers should be conferred on them for that Purpose: And whereas Plans and Sections showing the Lines and Levels of the Railway, and Books of Reference to such Plans containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the Lands in or through which the Railway will pass or be made, have been deposited with the Clerks of the Peace for the Counties of *Hereford* and *Monmouth* respectively, and those Plans, Sections, and Books of Reference are in this Act referred to as the deposited Plans, Sections, and Books of Reference: And whereas it is expedient to authorize the Working and Traffic Arrangements herein-after expressed: And whereas the Objects of this Act 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 "*Ross and Monmouth* 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 Companies Clauses Consolidation Act, 1845," Part I. of "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to the Construction of a Railway) and Part III. (relating to Working Agreements) of "The Railways Clauses Act, 1863," are incorporated with and shall form Part of this Act.

Interpretation of Terms.

3. Where in the Act the Words "the Company" occur the same means the Company incorporated by this Act, and where the Word "Railway" occurs the same includes the Railway and Works and Conveniences connected therewith by this Act authorized to be made; the Expression "Superior Courts," or "Court of competent Jurisdiction," or any like Expression in this Act or 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 Simple Contract Debt, and not a Debt or Demand created by Statute, unless there be something in the Subject or Context repugnant to such Construction.

Subscribers incorporated.

4. Colonel *Augustus William Henry Meyrick*, Colonel *Henry Morgan Clifford*, Lieutenant-Colonel *John Francis Vaughan*, *John Partridge*, *Henry Richards Lückes*, *William Brown*, *Henry Salusbury Milman*, *George Willis*, *James Pearce King*, 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, and such Company shall be incorporated by the Name of "The *Ross and Monmouth* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking within the Restrictions contained in this Act and the Acts incorporated therewith.

First and other Meetings.

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

Quorum of Meetings.

6. The Quorum of every General Meeting of the Company, whether ordinary or extraordinary, shall be Ten Shareholders present personally

personally or by proxy, and holding in the aggregate not less than Ten thousand Pounds in the Capital of the Company.

Number and Qualification of Directors.

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

Quorum.

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

First Directors.

9. Colonel *Augustus William Henry Meyrick*, Colonel *Henry Morgan Clifford*, Lieutenant-Colonel *John Francis Vaughan*, *John Partridge*, *Henry Richards Lückes*, shall be the First Directors of the Company.

Election of Directors at First Meeting.

10. The Directors appointed by this Act, or such of them as shall not die or resign or become disqualified or be removed, shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present personally or by proxy may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body.

Subsequent Election of Directors.

11. At the First Ordinary Meeting to be held in every Year thereafter the Shareholders present personally or by proxy shall elect Persons to supply the Places of the Directors then retiring from Office agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," and in this Act contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by "The Companies Clauses Consolidation Act, 1845," and by this Act, or either of them.

Capital.

12. The Capital of the Company shall be One hundred and twenty thousand Pounds.

Shares.

13. The Number of Shares into which the Capital shall be divided shall be Six thousand, and the Amount of each Share shall be Twenty Pounds.

Shares not to issue until One Fifth paid up.

14. The Company shall not issue any Share created under the Authority of this Act, nor shall any Share vest in the Person accepting the same, unless and until a Sum not being less than One Fifth Part of the Amount of such Share shall have been paid up in respect thereof.

15. Four

Calls.

15. Four Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between successive Calls, and Three Fourth Parts of the Amount of a Share shall be the utmost aggregate Amount of Calls to be made in any One Year upon any Share.

Power to borrow.

16. The Company may borrow on Mortgage any Sums of Money not exceeding in the whole the Sum of Forty thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital of One hundred and twenty thousand Pounds shall have been subscribed for or taken, and One Half Part thereof paid up, and until they shall prove to the Justice who is to certify under the Provisions contained in the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that Shares for the whole of such Capital are issued, that Half of such Capital has been paid up, and that Twenty *per Centum* was paid up on account of each separate Share at the Issue thereof, and that such Shares were taken *bonâ fide* and are held by 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 the Justice under that Section shall be sufficient Evidence).

Arrears may be enforced by Appointment of a Receiver.

17. The Mortgagees of the Company may enforce the Payment of the Arrears of Interest or the Arrears of Principal and Interest due on such Mortgages by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver, in the event of the Interest or 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 Four thousand Pounds in the whole.

Application of Capital.

18. The Monies by this Act authorized to be raised, whether by Share or Mortgages, shall be applied only in carrying into execution the Objects and Purposes of this Act.

Power to make Railway and to acquire Land.

19. Subject to the Provisions of this Act and the incorporated Acts and Parts of Acts contained, and to the Powers of Deviation authorized by such last-mentioned Acts, the Company may make and maintain the Railway herein-after described, with all proper Approaches, Stations, and other Works and Conveniences connected therewith, in the Line or Course and upon the Land delineated on the deposited Plans and described in the deposited Books of Reference, and according to the Levels described on the deposited Sections, and the Company may enter upon, take, and use such of the said Lands as shall be necessary for all or any of such Purposes: Provided always, that

that between the Ten Mile Point on the Line and the River *Wye* the Company shall not, without the Consent of the Owner of the Land for the Time being, deviate beyond the Fields in the Parish of *Dixton* numbered 51, 52, and 53 on the deposited Plan, and shall not deviate more than One hundred Yards on the North Side of the Line in the Parish of *Monmouth*, nor have Power to take any Land on the Southern Side of the *Coleford, Monmouth, Usk, and Pontypool* Railway in the said Parish of *Monmouth*.

Powers for compulsory Purchases limited.

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

Lands for extraordinary Purposes.

21. The Quantity of Land to be taken by the Company adjoining or near the Railway for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed Five Acres.

Description of Railway.

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

A Railway commencing by a Junction with the *Hereford, Ross, and Gloucester* Railway at or about Five Chains from the East End of the Passenger Shed of the *Ross* Station of the last-mentioned Railway in the Parish of *Ross* in the County of *Hereford*, and terminating by a Junction with the *Coleford, Monmouth, Usk, and Pontypool* Railway at a Point about Eleven Chains from the East End of the Tunnel on that Railway adjoining the *Monmouth* Station in the Parish of *Monmouth*, and also by another Junction with the said *Coleford, Monmouth, Usk, and Pontypool* Railway at about the Distance of Thirteen Chains Eastward of the Point where the said last-mentioned Railway crosses the Turnpike Road from *Monmouth* to *Chepstow* in the Parish of *Dixton* in the County of *Monmouth*.

Not to take Lands or interfere with Railway of Great Western Railway Company, except for the Purpose of Junctions.

23. Notwithstanding anything herein or in the incorporated Acts contained, it shall not be lawful for the Company, nor any Person acting under or in execution of this Act, to enter upon, occupy, or use either permanently or temporarily any of the Lands, Works, or Property of the *Great Western* Railway Company, or in any Manner to alter, vary, or interfere with the *Hereford, Ross, and Gloucester* Railway, or the *Coleford, Monmouth, Usk, and Pontypool* Railway or Works, without the Consent of the *Great Western* Railway Company under their Common Seal, save only for the Purpose of effecting the Junctions and Communications by this Act authorized.

Gauge of Railway.

24. The Company may lay down Rails on the Railway adapted to the Passage of Engines and Carriages on the Broad as well as on the Narrow Gauge, or on one of such Gauges only.

Level Crossings.

25. The Company in the Construction of the Railway may carry the same across and upon the Level of the Road numbered on the said deposited Plans as follows; (that is to say,)

No. on Plan.	Name of Parish.	Description of Road.
22	Dixton - -	Highway.

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

Inclination of Roads.

26. In carrying the several Roads numbered as follows on the deposited Plans over, under, or across the Railway, the Company may make the Inclination of those Roads respectively as steep or not steeper than as follows; (that is to say,)

No. on Plan.	Parish of	Description of Road.	Inclination.
8	Ross - -	Turnpike -	1 in 25 on one Side of the Bridge, and level on the other.
35	Whitchurch -	Highway -	1 in 12 on one Side of the Bridge, and level on the other.
6	Newcourt -		
8	Langarren -	Highway -	1 in 12 on one Side of the Bridge, and level on the other.

Period for Completion of Railway.

27. 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 granted to the Company for making 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.

Security for Completion of Railway.

28. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, the Sum of Nine thousand six hundred Pounds, Exchequer Bills, has been deposited pursuant to the said Act in respect of the Application to Parliament for this Act, being Eight *per Centum* upon One hundred and twenty thousand Pounds, the

the estimated Cost of the Railway: Therefore, notwithstanding anything contained in the said recited Act, the said Exchequer Bills so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends thereof, 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 limited by this Act for Completion of the Railway, either open the 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 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 Railway for the public Conveyance of Passengers, or have given such Proofs as aforesaid to the Satisfaction of the Lords of the said Committee, the said Exchequer Bills deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*: Provided that at any Time after the passing of this Act if a Bond in twice the Amount of the said Sum of Nine thousand six hundred Pounds shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Nine thousand six hundred Pounds if the Company shall not, within the Time limited for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the Lords Commissioners, then such Exchequer Bills 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, and it shall not be necessary

necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividends thereof would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

29. The Company may demand and take Tolls for the Use of the Railway not exceeding the following; (that is to say,)

With respect to the Conveyance of Articles:

Class 1. For all Coals, Ironstone, Iron Ore, Pig Iron, Cinders, Coke, Lime, Limestone, Dung, Compost, and all Sorts of Manure, and all undressed Materials for the Repair of Highway, all Stones for building, pitching, and paving, common Bricks, common Brick Clay, Sand, and Marl, *per* Ton *per* Mile One Penny:

Class 2. For all Hoop Iron, Bar Iron, Rod Iron, Sheet Iron, and all other Descriptions of Wrought Iron and light Iron Castings not manufactured into Utensils or other Articles of Merchandise, all Nails, Anvils, and Vices, and all Tiles, Slates, Clay (except common Brick Clay), and Fire Bricks, *per* Ton *per* Mile One Penny Halfpenny:

Class 3. For all Sugar, Grain, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Tin Plates, and Chains, *per* Ton *per* Mile Twopence:

Class 4. For all Cotton and all other Wools, Drugs, or manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile Threepence.

With respect to the Conveyance of Carriages:

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, *per* Mile Fourpence; and for every additional Quarter of a Ton up to Four Tons which any such Carriage weighs, One Penny *per* Mile.

Tolls for Passengers and Animals.

With respect to the Conveyance of Passengers:

Class 6. For every Person conveyed in a First-class Carriage, *per* Mile Twopence:

Class 7. For every Person conveyed in a Second-class Carriage, *per* Mile One Penny Halfpenny:

Class 8. For every Person conveyed in a Third-class Carriage, *per* Mile One Penny.

With

With respect to the Conveyance of Animals:

Class 9. For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any Carriage, *per* Mile Twopence:

Class 10. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any Carriage, *per* Head *per* Mile One Penny Halfpenny:

Class 11. For every Calf, Pig, Sheep, or Lamb, or other small Animal, conveyed in or upon any Carriage, *per* Mile One Halfpenny.

Tolls for Carriages, &c.

30. With respect to Carriages, Waggons, and Trucks supplied by the Company, the Company may (in addition to the other Tolls by this Act authorized) demand and take for or in respect of Articles, Matters, or Things, Persons, or Animals, comprised in any of the Classes herein-before specified, any Tolls not exceeding the Tolls next herein-after mentioned in connexion with the Class in which such Articles, Matters, or Things, Persons, or Animals, are respectively comprised; (to wit,)

For Class 1, *per* Ton *per* Mile One Halfpenny:
For Class 2, *per* Ton *per* Mile One Halfpenny:
For Class 3, *per* Ton *per* Mile Three Farthings:
For Class 4, *per* Ton *per* Mile One Penny:
For Class 5, for each Carriage, *per* Mile Twopence:
For Class 6, for each Person, *per* Mile One Penny:
For Class 7, for each Person, *per* Mile Three Farthings:
For Class 8, for each Person, *per* Mile One Halfpenny:
For Class 9, for each Animal, *per* Mile One Penny:
For Class 10, for each Animal, *per* Mile One Penny:
For Class 11, for each Animal, *per* Mile One Halfpenny.

Tolls for propelling Power.

31. With respect to Locomotive Engines and other moving Power supplied by the Company, the Company may demand and take, in addition to the other Tolls by this Act authorized, any Tolls not exceeding the following; (to wit,)

For every Passenger or Animal, One Penny *per* Mile:
For all Goods, Minerals, and Merchandise, One Penny *per* Ton *per* Mile.

Maximum Charges for Passengers.

32. The maximum Rate of Charges to be made by the Company for the Conveyance of Passengers, 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; (that is to say,)

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.

Restriction as to Charges not to apply to Special Trains.

33. The Restrictions as to the Charges to be made for Passengers do not extend to any Special Train that is required to run on the Railway, but apply only to the Ordinary and Express Trains from Time to Time appointed by the Company for the Conveyance of Passengers, Animals, and Things on the Railway.

Passengers Luggage.

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

Maximum Charges for Goods and Animals.

35. The maximum Rate of Charge to be made by the Company for the Conveyance of all Goods and Animals, including the Tolls for the Use of the Railway and of Carriages (when provided by the Company) and for locomotive Power, and every other Expense incidental to such Conveyance (except a reasonable Charge for loading, covering, and unloading Goods at any Terminal Station, and for Delivery and Collection of Goods, 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 for the several Goods and Animals comprised in the Classes before specified the following Sums; (that is to say,)

Class 1. One Penny Halfpenny *per* Ton *per* Mile:

Class 2. Twopence *per* Ton *per* Mile:

Class 3. Threepence *per* Ton *per* Mile:

Class 4. Fourpence *per* Ton *per* Mile:

Class 5. For a Carriage not weighing more than One Ton, Sixpence *per* Mile; and if weighing more than One Ton, One Penny Halfpenny for every Quarter of a Ton or Fraction of a Quarter of a Ton which such Carriage may weigh:

Class 9. For each Animal, Fourpence *per* Mile:

Class 10. For each Animal, Twopence *per* Mile:

Class 11. For every Calf or Pig, Twopence *per* Mile; and for every other small Animal, One Penny *per* Mile.

36. The

Regulations as to Tolls.

36. The following Regulations are applicable to the fixing of the Tolls; (that is to say,)

For Passengers, Articles, Goods, and Animals conveyed on the Railway for a less Distance than Four Miles the Company may demand Tolls, Fares, and Rates as for Four Miles:

For a Fraction of a Mile beyond Four Miles or beyond any greater Number of Miles the Company may demand Tolls on Animals and Goods for such Fraction in proportion to the Numbers of Quarters of a Mile contained therein; and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers, every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

For a Fraction of a Ton the Company may demand Tolls and Rates according to the Number of Quarters of a Ton in the Fraction, and if there be a Fraction of a Quarter of a Ton the 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.

Rates for small Parcels and single Articles of great Weight.

37. With respect to small Packages and single Articles of great Weight, notwithstanding the Rates prescribed by this Act, the Company may demand and take the Rates following; (that is to say,)

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

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

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

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

For any Parcel exceeding Fifty-six Pounds and 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 applies only to single Parcels in separate Packages:

For the Carriage of any single Article the Weight of which, including the Carriage, shall exceed Four Tons, but shall not exceed Eight Tons, the Company may demand and take any Sum not exceeding Sixpence a Ton a Mile:

For the Carriage of any single Article the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand and take any Sum they think fit.

Definition of Terminal Station.

38. No Station is to be considered a Terminal Station in regard to 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.

39. Nothing in this Act contained shall prevent the Company from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Articles of any Description, by Agreement with the Owners of or Persons in charge of the Articles, either with respect to the Conveyance thereof (except small Parcels) by Passenger Trains, or by reason of any other special Service performed by the Company in relation thereto.

Power to enter into Traffic Arrangements.

40. The Company and the *Great Western* Railway Company may from Time to Time enter into and carry into effect Contracts and Agreements with respect to the following Purposes or any of them; (that is to say,)

The Working, Maintenance, and Management of the Railway or any Part or Parts thereof:

The Booking, Forwarding, and Interchange of Traffic upon, between, and beyond the Railways of the contracting Companies:

The Division and Apportionment of the Tolls and Profits arising in respect of such Traffic:

The Construction, Use, and Management of a Station or Stations at or near *Monmouth*, with suitable Works, Approaches, and Conveniences for the Accommodation of the Traffic of the contracting Companies.

Traffic not to be subject to more than One Short-distance Charge.

41. During the Continuance of any such Agreement Tolls and Charges not exceeding those authorized by this Act may be levied and taken by the Company working the Railway; and in estimating the Tolls and Charges to be paid in respect of Articles or Persons conveyed over any Parts of the Railways of the contracting Companies, the Distances traversed shall be reckoned continuously on such Railways as if these Railways were One Railway; and in estimating the Amount of Tolls and Charges in respect of Traffic conveyed partly on the Railway of the Company and partly on the Railway of 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 for Passengers, and for each Quarter of a Mile

or

or Fraction thereof as for a Quarter of a Mile for Animals, Minerals, or Goods; and Tolls and Charges for Four Miles shall be deemed the Short-distance Charge, and no Short-distance Charge other than such as is herein-before mentioned shall be made by the Company working the Railway.

Saving Rights of other Companies.

42. Except so far only as is by this Act provided, nothing in this Act shall take away, lessen, prejudice, or alter any of the Estates, Rights, Interests, Powers, Privileges, or Authorities of any of the several Railway Companies mentioned in this Act.

Abolition of Goodrich Ferry on Completion of Foot Bridge.

43. On and after the Completion and opening of a proper and convenient Bridge for the Passage of Foot Passengers over the River *Wye*, in connexion with or separate from the Railway Bridge over that River at a Point near to the existing Ferry between the Parishes of *Walford* and *Goodrich* in the County of *Hereford*, the said Ferry usually called and known as the "*Goodrich* Boat Ferry" shall be abolished.

Interest not to be paid on Calls paid up.

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

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

45. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised for the Purposes of such Act, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway, or to execute any other Work or Undertaking.

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

46. Nothing herein contained shall be deemed or construed to exempt the Railways or the Company from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the

Authority of Parliament, of the maximum Rates of Fares and Charges authorized to be taken by the Company, or of the Rates for small Parcels.

Expenses of Act.

47. The Costs, Charges, and Expenses of and incident to the applying for, obtaining, and passing of this Act shall be paid by the Company.

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1865.