ANNO VICESIMO OCTAVO & VICESIMO NONO

VICTORIÆ REGINÆ.

Cap. CCCXV.

An Act for making a Railway from near the *Aberystwith and Welsh Coast* Railway in the Parish of *Towyn* in the County of *Merioneth* to the Township of *Maestrefnant* in the Direction of *Talyllyn*, to be called "The *Talyllyn* Railway;" and for other Purposes. [5th *July* 1865.]

WHEREAS a Railway commencing near the *Aberystwith and Welsh Coast* Railway (in this Act called the Coast Railway) in the Parish of *Towyn* in the County of *Merioneth*, and terminating in a Field called *Cefncoch* in the Township of *Maestrefnant*, in the same Parish, and a Railway therefrom to the *Towyn* Station on the Coast Railway in the same Parish, would be of public Advantage, and the Persons in this Act named, with others, are willing to form a Company and carry the Undertaking into effect: And whereas it is expedient that the said Company and the *Aberystwith and Welsh Coast* Railway Company (in this Act called "the Coast Company") should be authorized to enter into Working and Traffic Agreements: 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,)

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

1. "The Companies Clauses Consolidation Act, 1845," Parts I. and III. of "The Companies Clauses Act, 1863," relating respectively to Cancellation and Surrender of Shares and to Debenture Stock, "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Parts I. and III. of "The Railways Clauses Act, 1863," relating respectively to Construction of a Railway and to Working Agreements, are hereby incorporated with this Act.

Interpretation of Terms.

2. In construing the incorporated Acts for the Purposes of this Act, and in construing this Act, the Words and Expressions herein mentioned or referred to shall have the Meanings hereby assigned to them respectively, unless there be something in the Subject or Context repugnant to such Construction; (that is to say,)

The Expression "the Special Act" shall mean this Act:

The Expression "the Company" or "the Promoters of the Undertaking" shall mean the Company incorporated by this Act:

The Expression "Superior Courts," or "Courts of competent Jurisdiction," or any other like Expression, 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:

Other Expressions and Words to which in the incorporated Acts Meanings are assigned shall respectively have the same Meanings in this Act.

Company incorporated.

3. *Thomas Houldsworth McConnel*, *James Murray*, *Thomas Swanwick*, *Murray Gladstone*, *James McConnel*, and *Samuel Holker Norris*, and all other Persons and Corporations who have already subscribed or may hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, are by this Act united into a Company for the Purpose of making and maintaining the Railways and for other the Purposes of this Act, and for those Purposes are by this Act incorporated by the Name of "the *Talyllyn* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and with Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes, but subject to the Restrictions, of this Act.

4. The

4. The Capital of the Company shall be Fifteen thousand Pounds, in Seven hundred and fifty Shares of Twenty Pounds each. Capital.

5. Five Pounds a Share shall be the greatest Amount of a Call, and Two Months at least shall be the Interval between successive Calls, and Four Fifths of the Amount of a Share shall be the utmost aggregate Amount of the Calls to be made thereon in any One Year. Calls.

6. It shall not be lawful for the Company to issue any Share to be created under the Powers of this Act, nor shall any such 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. Shares not to issue until One Fifth Part paid up.

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

8. The Number of Directors shall be Six, but the Company from Time to Time may reduce or increase the Number of Directors within the Limits of Six as the maximum and Three as the minimum, and the Quorum of a Meeting of the Directors shall be Three, except when the Number of Directors is Three, and then the Quorum shall be Two. Number of Directors and Quorum.

9. The Qualification of a Director shall be the Possession in his own Right of Shares to the aggregate nominal Amount of Three hundred Pounds. Qualification of Directors.

10. *Thomas Houldsworth McConnel*, *James Murray*, *Thomas Swanwick*, *Murray Gladstone*, *James McConnel*, and *Samuel Holker Norris* shall be the First Directors. First Directors.

11. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting held after the passing of this Act, and at that Meeting the Shareholders presentpersonally or by proxy may either continue in Office the Directors appointed by this Act or any of them, or the Meeting may elect a new Body of Directors, or so many Directors as are required to supply the Place of those not continued in Office, the Directors appointed by this Act being, if qualified, eligible for Re-election. Election of Directors.

12. At the Ordinary Meeting to be held in the Year One thousand eight hundred and sixty-seven, and at the Ordinary Meeting in every subsequent Year, the Shareholders present personally or by proxy shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected Subsequent Election of Directors.

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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 that Act.

Power to borrow on Mortgage.

13. The Company may from Time to Time borrow on Mortgage such Sums as they think fit, not exceeding in the whole Five thousand Pounds, but no Part of that Money shall be borrowed until the whole of the said Capital of Fifteen thousand Pounds shall have been *bonâ fide* subscribed and issued, and One Half of that Amount shall have been actually paid up, nor until the Company shall have proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," (before he so certifies,) that all the said Capital of Fifteen thousand Pounds has been subscribed for *bonâ fide* and issued, and that One Half thereof has been paid up, and that not less than One Fifth of the Amount of each Share was paid on Issue of the same, and that such Shares are held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same (of which Proof having been given, the Certificate of such Justice under that Section shall be sufficient Evidence).

Debenture Stock.

14. The Company may create and issue Debenture Stock.

Application of Money.

15. All Money raised under the Powers of this Act by the Creation of new Shares, or on Mortgage, shall be applied only to the Purposes by this Act authorized.

Power to make Railways.

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

1. A Railway (in this Act called Railway No. 1), commencing and terminating in the Parish of *Towyn* in the County of *Merioneth* near the Coast Railway, and to terminate in the Township of *Maestrefnant* in the same Parish.
2. A Railway (in this Act called Railway No. 2) in the said Parish of *Towyn*, from Railway No. 1 to the *Towyn* Station on the Coast Railway.

Railways to be made according to deposited Plan and Section.

17. And whereas a Plan and Section of the proposed Railways, showing the Line and Levels thereof respectively and the Lands required for the Purposes of the Undertaking, and also a Book of Reference to such Plan, have been deposited with the Clerk of the Peace for the County of *Merioneth*: Therefore, subject to the Provisions and Powers of Deviation in this Act and the Acts incorporated herewith contained, the Railways shall be made in the Line and upon the Lands delineated on the said Plan and described in the said Book of Reference, and according to the Levels defined on the said Section,

and

and the Company may enter upon, take, and use all or any of the said Lands which they may require for the Purposes of the Undertaking.

Company not to make any Part of Railway No. 2 in a certain Direction without Consent of Coast Company.

18. Notwithstanding anything in this Act contained, the Company shall not, without the Consent of the Coast Company in Writing under their Common Seal, make any Portion of the Railway No. 2 by this Act authorized North of the Bridge carrying the Road from *Trenewydd* to *Towyn* over the Coast Railway, and then only upon such Terms and Conditions and in such Manner as the Company and the Coast Company agree on, and that Railway No. 2 and so much of Railway No. 1 by this Act authorized as is to be made on Land of the Coast Company, and all Sidings and other Works thereon, shall be made only in such Manner as shall be approved by the Engineer-in-Chief for the Time being of the Coast Company.

As to Land to be taken by Coast Company and Easement.

19. No Land of the Coast Company shall be purchased or taken by the Company for the Purposes of either of the Railways by this Act authorized without the Consent of the Coast Company in Writing under their Common Seal, but the Company may purchase and take, and the Coast Company shall sell and grant, an Easement over so much of the Lands belonging to them shown on the deposited Plans as shall be necessary for the Purpose of laying a double Line of Railway, and making such Sidings and other Works as in the Judgment of the Engineer-in-Chief of the Coast Company shall be necessary or proper for the Traffic of the Company, and as shall be approved by him.

Terms to be agreed upon between Companies interested.

20. The Terms and Conditions upon which the Coast Company shall grant such Easement to the Company shall be such as shall from Time to Time be agreed upon between the Companies interested, or, failing Agreement, as shall be settled by Arbitration in manner provided by "The Railway Companies Arbitration Act, 1859."

Powers for compulsory Purchases limited.

21. 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 Two Years from the passing of this Act.

Land for extraordinary Purposes.

22. The Company may from Time to Time purchase by Agreement such Lands as they may require for any of the extraordinary Purposes specified in "The Railways Clauses Consolidation Act, 1845," in connexion with the Railways by this Act authorized, not exceeding in the whole One Acre.

Gauge.

23. The Company may construct the Railway of such Gauge as they think fit, provided that it be not wider than Four Feet Eight Inches and a Half, or narrower than Two Feet Three Inches; and if

the Gauge be narrower than Four Feet Eight Inches and a Half, it shall not be lawful for the Company to allow any Train to be drawn on the Railway at a Rate exceeding Fifteen Miles *per* Hour.

Period for Completion of Works.

24. The Railways 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 Railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Bond for Completion of Railway.

25. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Session of the Ninth and Tenth Years of Her present Majesty, Chapter Twenty, a Sum of One thousand Two hundred Pounds, being Eight *per Centum* upon Fifteen thousand Pounds, the Amount of the Estimate in respect of the Railways authorized by this Act, has been deposited with the Court of Chancery with respect to the Application to Parliament for this Act: Therefore, notwithstanding anything contained in that Act, that Sum so deposited, or the Interest or Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as hereinafter mentioned, be paid or transferred to or on the Application of the Person or Persons named in the Warrant or Order issued in pursuance of that Act, or the Survivors or Survivor of them, unless the Company before the Expiration of the Period limited by this Act for the Completion of the Railway either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by Shares, and have expended for the Purposes of this Act a Sum equal in Amount to that One Half; and if that Period expire before the Company either have opened the Railways for the public Conveyance of Passengers, or have given the Proof to the Satisfaction of the Board of Trade, the Sum so deposited, and the Interests and Dividends thereof, shall immediately from and after the Expiration of that Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they are then 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: Provided, that at any Time after the passing of this Act, if a Bond in twice the Amount of that Sum so deposited be executed by the Company, with One or more Sureties, (the Bond to be prepared to the Satisfaction of, and the Surety or Sureties to be approved by, the Solicitor to the Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the Sum so deposited, if the Company do 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 Board

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 Shares, and have expended for the Purposes of this Act a Sum equal in Amount to that One Half, and if the Bond be deposited with the Solicitor to the Treasury, then that deposited Sum of Money, and the Interest and Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed; and the Monies to be recovered upon the Bond shall be dealt with in like Manner as the deposited Sum of Money and the Interest or Dividends thereof would be dealt with under this Act if the Bond were not so executed and deposited; and the Certificate of such Solicitor that the Bond has been so executed and deposited, and the Certificate of the Board of Trade that the Proof has been given to their Satisfaction, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

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

Tonnage of Goods.

In respect of the Tonnage of Goods conveyed on the Railways:

Class 1. For all Coals, Cinders, Stones for building, pitching, and paving, Dung, Compost, and all Sorts of Manure, Lime, Chalk, and Limestone, and all undressed Materials for the Repairs of Roads or Highways, One Penny Halfpenny a Ton a Mile; and if conveyed in Carriages belonging to the Company, an additional Halfpenny a Ton a Mile; and if propelled by an Engine belonging to the Company, an additional Halfpenny a Ton a Mile:

Class 2. For all Coke, Culm, and Charcoal, 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, Twopence a Ton a Mile; and if conveyed in Carriages belonging to the Company, an additional Halfpenny a Ton a Mile; and if propelled by an Engine belonging to the Company, an additional Halfpenny a Ton a Mile:

Class 3. For all Fish, Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, Twopence a Ton a Mile; and if conveyed in Carriages belonging to the Company, an additional Halfpenny a Ton a Mile; and if propelled by an Engine belonging to the Company, an additional Halfpenny a Ton a Mile:

Class 4. For all Cotton and other Wools, Hops, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, or Things, Threepence a Ton a Mile; and if conveyed

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in Carriages belonging to the Company, an additional Halfpenny a Ton a Mile; and if propelled by an Engine belonging to the Company, an additional Halfpenny a Ton a Mile:

Class 5. For every Carriage of whatever Description, not being a Carriage adapted or used for travelling on a Railway, and not weighing more than One Ton, Fourpence a Mile; and if conveyed on a Truck or Platform belonging to the Company, an additional Twopence a Mile, and an additional Penny a Mile for any additional Quarter of a Ton which the Carriage weighs; and if propelled by an Engine belonging to the Company, an additional Halfpenny a Ton a Mile.

Tolls for Passengers.

27. In respect of Passengers conveyed on the Railways, as follows:

Class 6. For every Person, Twopence a Mile; and if conveyed in any Carriage belonging to the Company, an additional Penny a Mile; and if propelled by an Engine belonging to the Company, an additional Penny a Mile.

Tolls for Animals.

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

Class 7. For every Horse, Mule, Ass, or other Beast of Draught or Burden, Threepence a Mile; and if conveyed in any Carriage belonging to the Company, an additional Penny a Mile; and if propelled by an Engine belonging to the Company, an additional Penny a Mile:

Class 8. For every Ox, Cow, Bull, or Neat Cattle, Twopence a Mile; and if conveyed in any Carriage belonging to the Company, an additional Halfpenny a Mile; and if propelled by an Engine belonging to the Company, an additional Halfpenny a Mile:

Class 9. For every Calf, Pig, Sheep, Lamb, or other such Animal, One Halfpenny a Mile; and if conveyed in a Carriage belonging to the Company, an additional Farthing a Mile; and if propelled by an Engine belonging to the Company, an additional Farthing a Mile.

Maximum Rates for Passengers.

28. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers upon the Railways, including the Tolls for the Use of the Railways and of Carriages, and for locomotive Power, and every other Expense incidental to the Conveyance, shall not exceed the following Sums; (that is to say,)

For every Passenger conveyed in a First-class Carriage, Threepence a Mile:

For every Passenger conveyed in a Second-class Carriage, Twopence a Mile:

For every Passenger conveyed in a Third-class Carriage, One Penny Halfpenny a Mile.

29. The

Restrictions as to Charges not to apply to Special Trains.

29. The Restrictions with respect to the Charges to be made for Passengers shall not extend to any Special Train required to run upon the Railways, but shall apply only to the Express and Ordinary Trains from Time to Time appointed by the Company for the Conveyance of Passengers and Goods upon the Railways.

Passengers Luggage.

30. Every Passenger travelling upon the Railways 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 Rates for Goods.

31. The maximum Rate of Charge to be made by the Company for the Conveyance of Animals and Things on the Railways, including the Tolls for the Use of the Railways and of Carriages, and for locomotive Power, and for every other Expense incidental to the Conveyance (except a reasonable Sum for loading, covering, and unloading of 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, when such Services or any of them are or is performed by the Company, shall not exceed the following Sums; (that is to say,)

For Goods in Class 1, Twopence a Ton a Mile:
For Goods in Class 2, Twopence Halfpenny a Ton a Mile:
For Goods in Class 3, Threepence a Ton a Mile:
For Goods in Class 4, Fourpence a Ton a Mile:
For a Carriage in Class 5, Sixpence a Mile:
For Animals in Class 7, Fourpence a Head a Mile:
For Animals in Class 8, Twopence a Head a Mile:
For Animals in Class 9, One Halfpenny a Head a Mile:

Regulations as to Tolls.

32. The following Provisions and Regulations apply to the fixing of all the Tolls; (that is to say,)

For Persons, Animals, or Things conveyed on the Railways for a less Distance than Two Miles, the Company may demand and take Tolls as for Two Miles:

For a Fraction of a Mile, the Company may demand and take Tolls for Passengers as for One Mile, and for Animals and Goods as for a Quarter of a Mile:

For a Fraction of a Ton, the Company may demand and take Tolls 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 Avoidupois 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 Articles of great Weight.

33. With respect to small Packages not exceeding Five hundred Pounds in Weight and single Articles of great Weight, notwithstanding the Rates prescribed by this Act, the Company may demand and take any Tolls not exceeding the following; (that is to say),

For the Carriage of small Parcels (over the whole or any Portion of the Railways), as follows:

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

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

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

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

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

Provided always, that Articles sent in large aggregate Quantities, although made up in separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but that Term shall apply only to single Articles in separate Packages.

Maximum Charges to be reduced under certain Circumstances.

34. Provided always, That if the Gauge shall at any Time hereafter be Four Feet Eight Inches and a Half, and the Railway shall hereafter form a Junction with any other Railway the Gauge of which shall be Four Feet Eight Inches and a Half, the maximum Rates of Charge in this Act specified for Goods and small Parcels shall be reduced by an Amount equal to Ten *per Centum* upon the Amounts so specified respectively.

Definition of Terminal Station.

35. 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 Goods, or are not directed to be delivered thereat to the Consignee.

Company to take increased Charges by Agreement.

36. 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

by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance of such Goods, except small Parcels by Passenger Trains, or by reason of any other special Service performed by the Company in relation to such Goods.

Power to Companies to make Agreements.

37. The Company and the Coast Company may from Time to Time enter into such Agreements as they may from Time to Time think fit with respect to all or any of the following Matters; that is to say,

The Working, Use, Maintenance, and Management of the Railway of the Company, and the Stations and Works upon or connected therewith:

Such Matters as may be necessary or convenient for facilitating the Reception, Interchange, Conveyance, and Transmission of Traffic at, from, to, and over their respective Railways, Stations, and Works:

The Tolls, Rates, Charges, or Remuneration for any such Traffic, and otherwise with respect to their Undertakings and Traffic:

And all such Agreements shall be deemed Working Agreements within the Meaning of "The Railways Clauses Act, 1863," and Part III. of that Act shall be applicable thereto accordingly.

Tolls.

38. In estimating the Amount of Toll or Charge to be levied by the Coast Company during the Working or Use by that Company of the Railway by this Act authorized, in respect of any Traffic conveyed partly on the Coast Railway and partly on the Railway by this Act authorized, the Coast Railway and the Railway by this Act authorized shall be deemed One Railway; and for any such Traffic conveyed for a less Distance than Two Miles the Coast Company may charge as for Two Miles only; and in respect of Passengers, for each Mile or Fraction of a Mile beyond Two Miles the said Company may charge as for One Mile only; and in respect of Animals, Minerals, or Goods, for every Quarter of a Mile or Fraction of a Quarter of a Mile beyond Two Miles, the said Company may charge as for a Quarter of a Mile; and no other Short-distance Charge than for Two Miles shall be made for the Conveyance of Passengers, Animals, Minerals, or Goods, partly on the Coast Railway and partly on the Railway by this Act authorized.

Interest not to be paid on Calls paid up.

39. It shall not be lawful for the Company, out of any Money by this Act or any other Acts 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 to any Shareholder any Interest or Dividend 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 that nothing herein contained shall be deemed to prevent the Company

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 Capital.

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

Saving Rights of the Crown.

41. 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 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.

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

42. Nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made from the Provisions of any General Act relating to Railways 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 and of the Rates for small Parcels authorized by this Act.

Expenses of Act.

43. The Costs and Charges of applying for and obtaining this Act and incidental thereto shall be paid by the Company.

Short Title.

44. This Act may be cited for any Purpose as "The *Talyllyn* Railway Act, 1865."

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