ANNO DECIMO SEPTIMO & DECIMO OCTAVO

VICTORIÆ REGINÆ.

Cap. cl.

An Act for making a Railway from the Town of *Llandovery* in the County of *Carmarthen* to join the *Llanelly* Railway at *Llandilofawr* in the same County, and for other Purposes.

[10th *July* 1854.]

WHEREAS the Construction of a Railway from the Town of *Llandovery* in the County of *Carmarthen*, to join the *Llanelly* Railway near the Town of *Llandilofaur* in the same County, would be of great public and local Advantage: And whereas the Persons herein-after named, with others, are willing, at their own Expense, to carry such Undertaking into execution; but the same 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. and 20. incorporated.

I. That 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 be incorporated with and form Part of this Act.

Short Title. II. That in citing this Act for any Purposes whatsoever it shall be sufficient to use the Expression "The *Vale of Towy* Railway Act, 1854."

Subscribers incorporated. III. That *Crawshay Bailey*, *Ebenezer Fuller Maitland*, *David Jones*, *William Davys Harries Campbell Davys*, *John Jones* of *Blaenos*, *Henry Thomas*, *Thomas Thomas*, *Edward Jones*, *David Lloyd Harris*, *James Nathaniel Morgan*, *William Rees*, *Henry Jones*, *David Thomas*, 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 other the Purposes of this and the said incorporated Acts, and for such Purposes shall be incorporated by the Name of "The *Vale of Towy* 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 herein and in the said Acts contained.

Capital. IV. That inasmuch as the estimated Expense of the Undertaking is Fifty-five thousand Pounds, the Share Capital of the Company shall be Sixty thousand Pounds, and the Money so to be raised shall be applied only in carrying into execution the Objects and Purposes of this Act.

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

Calls. VI. That One Pound *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 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.

Power to borrow Money on Mortgage. VII. That it shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of Eighteen thousand Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Sixty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up, and the Monies so to be borrowed on Mortgage or Bond shall be applied only in carrying into execution the Objects and Purposes of this Act.

VIII. That

Number and Qualification of Directors.

VIII. That the Number of Directors shall be Six, and the Qualification of a Director shall be the Possession in his own Right of One hundred Shares in the Undertaking.

First Directors.

IX. That *Crawshay Bailey*, *Ebenezer Fuller Maitland*, *David Jones*, *William Davys Harries Campbell Davys*, *John Jones* of *Blaenos*, and *Henry Thomas*, shall be the First Directors of the Company.

Quorum.

X. That the Quorum of a Meeting of Directors shall be Three.

Remuneration of Directors and Auditors.

XI. That the Remuneration of the Directors, and also of the Auditors to be appointed under the Provisions of "The Companies Clauses Consolidation Act, 1845," shall from Time to Time be fixed by a General Meeting of the Company, and be paid out of the Funds of such Company.

Newspapers for Advertisements.

XII. That 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 *Carmarthen*.

Line of Railway.

XIII. That it shall be lawful for the Company to make and maintain the Railway herein-after mentioned, with all proper Works and Conveniences connected therewith, (that is to say,) a Railway commencing at or near the *Suspension Bridge Road* neart he Town of *Llandovery* in the Parish of *Llandingat* in the County of *Carmarthen* and terminating at or near *Gurreyfach* in the Parish of *Llandilofawr*, in the said County of *Carmarthen*, by a Junction with the authorized Line to *Llandilofawr* of the *Llanelly* Railway and Dock Company.

Power to make Railway according to deposited Plans.

XIV. That inasmuch as Plans and Sections of the intended Railway, showing the Line and Levels thereof, and also Books of Reference containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and Occupiers of the Lands through which the same is intended to pass, or which may be required for the Purposes of the Undertaking, have been deposited with the Clerk of the Peace for the County of *Carmarthen*: Be it enacted, That it shall be lawful for the Company, subject to the Provisions in this and the said Acts incorporated herewith contained, to make and maintain the said Railway and Works 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 Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Company not to take certain

XV. Provided always, That the Company shall not enter upon, take, or use any of the said Lands which are now belonging to *David Lewis*

Lands, except for Main Line, without Consent.

Lewis of *Stradey* in the Parish of *Llanelly* in the County of *Carmarthen*, Esquire, without the Consent in Writing of the Owner for the Time being of those Lands, except such Portion of those Lands as may be required for the Formation of the Main Line of the Railway.

No Deviation to be made towards Capel Issa.

XVI. Provided also, That in the Construction of the Railway through the Lands in the Parish of *Llandilofawr* belonging to the said *David Lewis* no Deviation shall be made towards a House called *Capel Issa*, standing upon such Lands, from the Centre Line of the Railway as delineated on the said deposited Plans, without the Consent in Writing of the Owner for the Time being of the said House.

Lands for extraordinary Purposes.

XVII. That it shall be lawful for the Company to purchase for extraordinary Purposes, under the Railways Clauses Consolidation Act, 1845, by Agreement, and not compulsorily, any Quantity of Land not exceeding Seven Acres.

Powers for compulsory Purchase of Land limited.

XVIII. That the Powers of the Company for the compulsory Purchase of Land for the Purposes of the Railway shall not be exercised after the Expiration of Two Years from the passing of this Act.

Period for Completion of Works.

XIX. That the Railway shall be completed within Four Years from the passing of this Act, and on the Expiration of that Period the Powers by this Act or the said 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.

Provision as to Money deposited pursuant to Standing Orders.

XX. That inasmuch as, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter 20, a Sum of Four thousand one hundred and twenty-five Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Sum of Four thousand one hundred and twenty-five Pounds so deposited in respect of the Application for this Act, or the Interest or Dividends of such Sum of 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 by which the Payment of the said Sum was directed to be made, 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

Railway hereby authorized to be made, either 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 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 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 Sum of Money deposited or transferred 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 Four thousand one hundred and twenty-five 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 Four thousand one hundred and twenty-five Pounds if the Company shall not within the Time limited for the Completion of the Railway either open the said 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 said Lords Commissioners, (of which Fact a Certificate under the Hand of the said Solicitor shall be sufficient Evidence,) or if, previously to the Expiration of the Period aforesaid, the Company shall either have opened the said Railway for the public Conveyance of Passengers, or shall have given such Proof as aforesaid, (of which last-mentioned Fact a Certificate under the Hand of One of the Secretaries for the Time being of the Lords of the said Committee shall be sufficient Evidence,) then and in either of the Three Cases aforesaid such Sum of Money, and the Interest or Dividends thereof, shall be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, or the Executors or Administrators of such Survivor, and it shall not be necessary

for that Purpose to produce any Certificate of this Act having passed, anything in the recited Act to the contrary notwithstanding; and the Moneys 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.

Power to lay down Mixed Gauge.

XXI. That the Company may, if they think fit, from Time to Time lay down upon the Railway additional Rails, for the Purpose of adapting it to the Gauge of Seven Feet, being the Gauge of the *South Wales* Railway, with which the Railway of the Company will communicate by means of the *Llanelly* Railway.

Broad Gauge to be laid down in certain Events.

XXII. That if upon any Railway joining or which may join the Railway Rails of the Broad Gauge of Seven Feet shall at any Time or Times hereafter be laid throughout the Railway so joining as aforesaid up to such Junction, or if any Railway Communication on the Broad Gauge between the *South Wales* Railway and the Railway shall be effected, the Company, if required by the *South Wales* Railway Company so to do by Notice in Writing under their Common Seal, shall, within a reasonable Time from the Delivery of such Notice, lay down throughout the whole Length of the Railway such additional Rails as may be requisite to form and complete, if the Railway shall then be constructed or in course of Construction as a single Line, One Broad Gauge Line, or if the Railway shall then be constructed or in course of Construction as a double Line (whether the same shall have originally been laid down as a double Line or not), a double Broad Gauge Line, and shall provide such additional Station Room and other Conveniences and Accommodation as may be requisite for the proper Use of such Broad Gauge Lines; and all such additional Rails shall be so laid and constructed as to admit of the Broad Gauge Line formed thereby being worked, and the Company shall afford all proper Facilities for working the same, conveniently and continuously with any other Railway on the Broad Gauge joining the same.

Proportion of Expense to be borne by South Wales Railway Company.

XXIII. That such Proportion of the Expense of providing and laying down such additional Rails, and providing such Station Room, Conveniences, and Accommodation, and incident thereto, (but exclusive of the Width of Bridges, Culverts, and other Works,) as shall be agreed upon between the *South Wales* Railway Company and the Company, or as, in case of Difference between those Companies, shall be settled by Arbitration in manner in that Behalf provided by the Railways Clauses Consolidation Act, 1845, shall be borne by the *South Wales* Railway Company; and in case of Difference as aforesaid, the Arbitrators and Umpire shall have regard to the relative Benefits

Benefits which will result to the Company and the *South Wales* Railway Company respectively from such Expenditure.

Regulation of Mixed Gauge.

XXIV. That in case the Company shall lay down any such additional Rails, the said Railway, so far as relates to the mechanical Construction of the Mixed Gauge, shall be executed to the Satisfaction of the Board of Trade; and if it shall at any Time appear to the Board of Trade that the System of the Mixed Gauge on the said Railway is not so regulated and conducted by the Company as to afford proper and adequate Facilities for the Traffic to be conveyed thereon, it shall be lawful for the Board of Trade to make such Rules and Regulations for the Purpose of securing such Facilities as aforesaid as to them may seem expedient; and the Company shall be bound to obey the Directions of the Board of Trade in reference to the Objects aforesaid: Provided also, that if it shall appear to the Board of Trade, from the Experience afforded by the working of the said Railway upon the Mixed Gauge, that the Traffic thereon cannot be conducted with Safety and Economy to the Public, it shall be lawful for the Board of Trade to determine which, if either of the Gauges, shall be taken up and removed, and the Company shall remove the same accordingly.

Certain Roads may be crossed on the Level.

XXV. That, subject to the Provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the crossing of Roads on the Level, the Company may, in making the intended Railway, carry it on the Level across the Roads numbered on the deposited Plans and described in the Books of Reference as follows; (to wit,)

Number on Plan.	Parish.	Description of Road.
38	Llanwrda - - - -	Public Road.
10	Myddfai - - -	Public Road.
22	Llangadock - - - -	Turnpike Road.
19	Llandilofawr - - - -	Public Road.

Company to erect Station or Lodge at level Crossings.

XXVI. That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or a Lodge at each of the Points where the intended Railway crosses those Roads on the Level, and shall be subject to and abide by all such Rules and Regulations with regard to the crossing of those Roads on the Level, and with regard to the Speed at which Trains shall pass such Points, as are from Time to Time made by the Board of Trade; and if the Company fail to erect or at all Times to maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend the Crossing at any such Lodge or Station,

or

or to observe or abide by any such Rule or Regulation, they shall for every such Offence be liable to the Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence continues after such Penalty of Twenty Pounds is incurred.

Board of Trade may require Bridges, instead of level Crossings.

XXVII. That the Board of Trade may, if it appear to them necessary for the Public Safety, at any Time before or after the Railway is completed or opened for public Traffic, require the Company, within such Time as the Board of Trade direct, and at the Expense of the Company, to carry any Turnpike Roads or public Carriage Roads crossed or to be crossed on the Level by such Railway either under or over the Railway by means of a Bridge or Arch, in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances appear to the Board of Trade best adapted for removing or diminishing Danger from such level Crossing.

As to Junction with the Llanelly Railway.

XXVIII. That the Railway hereby authorized to communicate with the Railway of the *Llanelly* Railway and Dock Company shall communicate therewith on the Eastern Side thereof, and not otherwise, without the Consent in Writing of the *Llanelly* Railway and Dock Company; and that all Communications between the Railway hereby authorized and the said Railway of the *Llanelly* Railway and Dock Company shall be effected in a substantial and workmanlike Manner by means of Connexion Rails and Points of the Construction and laid in the Manner most approved from Time to Time and to the reasonable Satisfaction of the Engineer for the Time being of the *Llanelly* Railway and Dock Company.

As to Expense of Junction.

XXIX. That the Expense of the Communication hereby authorized with the Railway of the *Llanelly* Railway and Dock Company, and of all necessary Openings in the Rails thereof respectively, and of all other Works which may from Time to Time be requisite for effecting, altering, amending, repairing, and maintaining such Rails and Points, and of watching, regulating, and adjusting the same, and the Passage of the Traffic there, shall be borne and paid by the Company; and that all such Communications, Openings, and other Works shall not only be in the first instance made and done, but also shall from Time to Time be altered, amended, repaired, and maintained, to the reasonable Satisfaction of the Engineer for the Time being of the *Llanelly* Railway and Dock Company on each Occasion, and in such Manner and Form and by such Ways and Means as shall not in anywise prejudice or injure the said *Llanelly* Railway and Dock Company, or (except in so far, if at all, as may be unavoidably necessary for effecting the Communication hereby authorized) impede, obstruct, or interfere with the free, uninterrupted, and safe Passage along their Railway; and the Control and Management of all such Communications, Openings,

ings, and other Works shall be and the same is hereby vested in the said *Llanelly* Railway and Dock Company, subject to the Provision for Settlement of Differences herein-after contained.

For Settlement of Differences.

XXX. That if any Difference shall arise between the respective Engineers for the Time being of the said Companies, with respect to the Point at which the said Communication, Openings, and other Works, or any of them, are or is to be constructed, or the Mode of constructing the same, or with respect to any Alteration, Amendment, Repairs, or Maintenance thereof, or the Watching, Regulation, or Adjustment thereof, or the Passage or Regulation of the Traffic there, or if any other Difference shall arise between the said Engineers or the said Companies with respect to the Expenses payable by the Company under the foregoing Provisions, or with respect to any other Matter in any way relating to or consequent upon the Construction or Use of the said Communication, Openings, and other Works, the Matters in difference shall from Time to Time be decided by an Umpire to be appointed by the Board of Trade on the Application of either Company, whose Decision shall be binding and conclusive on both the said Companies, and whose Expenses shall be defrayed by such One of the said Companies, or by both of them, and in such Proportions, as the said Umpire shall from Time to Time direct.

Works and Property of the Llanelly Railway and Dock Company not to be interfered with without Consent.

XXXI. That, notwithstanding anything in this Act contained, it shall not be lawful for the Company, or for any other Company, or any Persons acting under or in execution of this Act, without the Consent of the said *Llanelly* Railway and Dock Company under their Common Seal, either permanently or temporarily to enter upon, take, or use any of the Lands or Property of the said *Llanelly* Railway and Dock Company, or in any Manner to alter, vary, or interfere with their Railway or any of the Works appertaining thereto, saving only for the Purpose of constructing the Railway and effecting the Communication by this Act authorized.

Saving the Rights of the Llanelly Railway and Dock Company.

XXXII. That, except as in this Act otherwise expressed, nothing in this Act contained shall prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities of or vested in or belonging to the said *Llanelly* Railway and Dock Company, but all their Rights, Privileges, Powers, Franchises, and Authorities, under their Acts of Parliament and otherwise, are hereby expressly saved and reserved.

Tolls.

XXXIII. That the Company may demand, with respect to the Tonnage of any Goods conveyed upon the Railway, any Tolls not exceeding the following; (to wit,)

Class 1. For all Sand, Lime, and Limestone, and for all Sorts of Manure, and all undressed Materials for the Repair of Highways, Coals, Coke, Culm, Charcoal, and Cinders, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Chalk, Marl, Iron and Iron Ore, Copper, Tin, Lead and other Ores, and all other Goods and Commodities whatsoever, *per* Ton *per* Mile One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, One Halfpenny *per* Ton *per* Mile in addition:

Class 2. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), tinned Plates, Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings:

Class 3. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

With respect to the Conveyance of Carriages:

Class 4. 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 not belonging to the Company, *per* Mile Fourpence, and One Penny *per* Mile in addition for every additional Quarter of a Ton up to Four Tons which any such Carriage weighs; and if conveyed on a Truck or Platform belonging to the Company, One Penny *per* Mile in addition.

Tolls for Passengers and Animals.

XXXIV. That with respect to the Conveyance of Passengers and Animals upon the Railway the Company may demand any Toll not exceeding the following; (to wit,)

With respect to the Conveyance of Passengers:

Class 5. For every Person conveyed in or upon any Carriage, *per* Mile Twopence; and if conveyed in or upon any Carriage belonging to the Company, One Penny *per* Mile in addition:

With respect to the Conveyance of Animals:

Class 6. For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, conveyed in or upon any Carriage, *per* Mile Threepence; and if conveyed in or upon any Carriage belonging to the Company, One Penny *per* Mile in addition:

Class 7. For every Calf, Pig, Sheep, or Lamb or other small Animal, conveyed in or upon any Carriage, *per* Mile One Penny; and if conveyed in or upon any Carriage belonging to the Company, One Farthing *per* Mile in addition.

XXXV. That

Tolls for propelling Power.

XXXV. That with respect to Locomotive Engines and other moving Power supplied by the Company, the Company may demand, 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 whatsoever, One Penny *per* Ton *per* Mile.

Regulations as to Tolls.

XXXVI. That the following Provisions as to Tolls shall be applicable to the fixing of the several Tolls by this Act authorized; (to wit,)

For all Goods and for all Passengers and Animals conveyed on the Railway by the Company, or in any Carriages belonging to the Company, for a less Distance than Three Miles, the Company may demand Tolls as for Three Miles:

For a Fraction of a Mile the Company may demand Tolls with respect to Goods and Animals for such Fraction in proportion to the Number 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 with respect to 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 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 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 every greater Quantity:

With respect to all other Goods, the Weight shall be determined according to the usual Avoirdupois Weight.

Tolls for small Parcels and great Weights.

XXXVII. That with respect to small Packages, and single Articles of great Weight, the Company may, notwithstanding any Limitation by this Act of the Rate of Charges, demand the Tolls following:

For the Carriage on the Railway of the Company or any Part thereof of small Parcels not exceeding Five hundred Pounds in Weight, the Company may demand any Sum not exceeding the following:

If not exceeding Seven Pounds in Weight, Fourpence:

If not exceeding Fourteen Pounds in Weight, Eightpence:

If not exceeding Twenty-eight Pounds in Weight, One Shilling and Fourpence:

If not exceeding Fifty-six Pounds in Weight, Two Shillings:

If exceeding Fifty-six Pounds but not exceeding One hundred and twelve Pounds in Weight, Three Shillings and Sixpence:

If

If exceeding One hundred and twelve Pounds but not exceeding Two hundred and twenty-four Pounds in Weight, Five Shillings and Sixpence:

If exceeding Two hundred and twenty-four Pounds but not exceeding Five hundred Pounds in Weight, any Sum the Company 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 that Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Truck or Platform, exceeds Four Tons but does not exceed Eight Tons, the Company may demand such Sum as they 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, exceeds Eight Tons, the Company may demand such Sum as they think fit.

Passengers Luggage.

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

Maximum Charges for Goods and Animals.

XXXIX. Provided always, That the maximum Rate of Charge to be made by the Company for the Conveyance of Goods and Animals, including the Tolls for the Use of the Railway of the Company, and of Carriages when provided by the Company, and for locomotive Power, and every other Expense incidental to such Conveyance, (except the loading and unloading of Goods, when such Service is performed by the Company,) shall not exceed for the several Articles comprised in the following Classes the following Sums; (to wit,)

Class 1. Twopence Farthing *per* Ton *per* Mile:

Class 2. Threepence Halfpenny *per* Ton *per* Mile:

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

Class 4. Eightpence *per* Ton Mile:

Class 6. Fourpence *per* Mile:

Class 7. One Penny Halfpenny *per* Mile.

Charges for loading, &c.

XL. That the Company may demand and take reasonable Charges for loading and unloading Goods, where such Service is performed by the Company, and for collecting, receiving, delivering, and providing Covers

Covers for Goods and Animals, and other Services incidental to the Business of a Carrier, where such Services are performed by the Company.

Maximum Charges for Passengers.

XLI. Provided always, That the maximum Rate of Charge 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, (to wit,)

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.

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

Power to charge extra for Animals or Goods by Agreement.

XLIII. That the Company may, notwithstanding anything in this Act contained, take, by Agreement with the Owner or Person in charge of any Goods or Animals, for the Conveyance thereof (other than small Parcels) by Passenger Trains, or for the Conveyance of small Parcels by Express Trains, or by reason of any other special Service performed by the Company in relation thereto, any increased Charges above the Charges by this Act limited or authorized with respect to such Goods, Animals, and small Parcels respectively.

Interest not to be paid on Calls paid up.

XLIV. That 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.

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

XLV. That 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

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 any Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Railway to be subject to Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55, 7 & 8 Vict. c. 85., 9 & 10 Vict. c. 57. and 14 & 15 Vict. c. 64.

XLVI. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway*; and another Act was passed in the Fourth Year of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her said Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the Fifteenth Year of the Reign of Her said Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways*: Be it enacted, That nothing in this Act contained shall be held to exempt the said Railway and Works or the said Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Works and Company so far as the same are applicable.

Railway not exempt from Provisions of future General Acts.

XLVII. That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made or the Company from the Provisions of any General Act relating to such Act, or 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 and of the Rates for small Parcels authorized by this Act.

Expenses of Act.

XLVIII. That all the Costs, Charges, and Expenses of and incidental to the obtaining of this Act and preparatory thereto shall be paid by the Company.

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