



### CHAPTER xxxviii.

An Act for empowering the Cardiff Railway Company to construct new railways for extending the time for the purchase of certain lands and for the completion of certain railways for reviving the powers of the Company to construct certain works for confirming an agreement between the Caerphilly Urban District Council and the Company and for other purposes. [1st August 1908.] A.D. 1908.

**W**HEREAS under the Bute Docks (Transfer) Act 1886 the Bute Docks Company were incorporated and became the owners of the Bute Docks at Cardiff in the county of Glamorgan :

And whereas by the Cardiff Railway Act 1897 (hereinafter called "the Act of 1897") the Company were authorised to construct certain railways in the county of Glamorgan and the name of the Company was changed and is now the Cardiff Railway Company in this Act called "the Company" :

And whereas the Cardiff Railway Acts 1898 1899 1901 1903 1904 and 1906 have been subsequently passed and those Acts are hereinafter respectively referred to as the Acts of 1898 1899 1901 1903 1904 and 1906 :

And whereas it is expedient to empower the Company to construct two short lines of railway in connection with their docks and to revive the powers of the Company for the construction of a portion of Railway No. 1 authorised by the Act of 1899 as well as for the construction of Railway No 2 authorised by the same Act upon lands belonging to the Company :

And whereas it is expedient that the times respectively limited by the Acts of 1897 1898 1899 1901 1903 1904 and

A.D. 1908. 1906 or some of them for the compulsory purchase of certain lands and for the completion of certain works be extended as in this Act provided :

And whereas it is expedient to revive the powers and extend the time for the completion of the pier authorised by the Act of 1897 :

And whereas it is expedient subject to the provisions of this Act to sanction as a parliamentary line the branch railway in this Act described which has been constructed by the Company on their own property for the accommodation of traffic pending the completion of the said Railway No. 1 :

And whereas it is expedient to authorise the Company to acquire for the purposes of their undertaking certain lands in the parish of Whitchurch in the county of Glamorgan :

And whereas it is expedient to confirm an agreement between the Company and the Caerphilly Urban District Council relating to rights of way over the Company's property to a certain alleged ferry and ford within the district of the urban district council and to provide that (save as provided by the said agreement) any public right of way over the property of the Company shall cease :

And whereas it is expedient to sanction the diversion of the footpath in this Act described :

And whereas it is desirable to make such other provisions as this Act contains :

And whereas the objects of this Act cannot be attained without the authority of Parliament :

And whereas plans and sections showing the lines and levels of the railways authorised by this Act and also books of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act were duly deposited with the clerk of the peace for the county of Glamorgan and are hereinafter respectively referred to as the deposited plans sections and books of reference :

May it therefore please Your Majesty that it may be enacted and be it enacted by the King'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 as the Cardiff Railway Act 1908 and the Bute Docks and Cardiff Railway Acts 1865 to 1906 may



be cited together with this Act as the Bute Docks and Cardiff Railway Acts 1865 to 1908. A.D. 1908.

**2.** The Lands Clauses Acts and the Railways Clauses Consolidation Act 1845 and Part I. (Construction of a railway) and Part II. (Extension of time) of the Railways Clauses Act 1863 (so far as they are applicable for the purposes of and are not varied by or inconsistent with this Act) are hereby incorporated with this Act. Incorporation of general Acts.

Terms and expressions to which by any of the Acts wholly or in part incorporated herewith meanings are assigned have in this Act the same respective meanings unless there be something in the subject or context repugnant to such construction.

**3.** Subject to the provisions of this Act the Company may make and maintain in the lines and according to the levels shown on the deposited plans and sections the railways hereinafter described with all proper stations sidings approaches works and conveniences connected therewith and may enter on take and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for those purposes (that is to say):— Power to make works and to acquire lands.

(1) A Railway No. 1 2 furlongs 1·9 chains in length wholly in the parish and city of Cardiff in the county of Glamorgan being a continuation of the railway authorised by the Bute Docks Act 1894 commencing by a junction with that railway at a point seven hundred and ten feet or thereabouts measured in a south-easterly direction from the southern corner of the Queen Alexandra Dock and terminating at a point six hundred and twelve feet or thereabouts measured in a southerly direction from the centre of the south-eastern end of the swing bridge crossing the entrance lock leading to that dock and fifty feet or thereabouts measured in an easterly direction from the outer face of the eastern pier wall of the entrance channel to that dock:

(2) A Railway No. 2 2 furlongs 5·1 chains in length wholly in the parish and city of Cardiff in the county of Glamorgan commencing by a junction with the railway authorised by the Bute Docks Act 1894 at a point nine hundred and seventy-five feet or thereabouts measured in a southerly direction from the

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easternmost corner of the Queen Alexandra Dock and terminating by a junction with Railway No. 1 authorised by the Act of 1899 at a point two thousand one hundred and fifteen feet or thereabouts measured in a south-easterly direction from the southernmost corner of the Roath Dock and one thousand one hundred and ninety-five feet or thereabouts measured in a north-easterly direction from the easternmost corner of the Queen Alexandra Dock.

Power to deviate.

4. Without prejudice to the powers of deviation contained in the Railways Clauses Consolidation Act 1845 the Company may in making the railways by this Act authorised deviate laterally to any extent not exceeding the limits of deviation shown on the deposited plans.

Power to grant easements &c.

5. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water in which persons other than the grantors have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Period for compulsory purchase of lands.

6. The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Period for completion of works.

7. If the railways by this Act authorised are not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the said railways or otherwise in relation thereto shall cease except as to so much thereof as is then completed.

Penalty unless railways are opened within time limited.

8. If the Company fail within the period limited by this Act to complete the railways by this Act authorised the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railways are completed and opened for public traffic or until the sum received in respect of such penalty amounts to five per centum



on the estimated cost of the works and the said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854. A.D. 1908.

Every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Paymaster-General for and on behalf of the Supreme Court in the bank specified in such warrant or order and shall not be paid thereout except as hereinafter provided. But no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company were prevented from completing or opening the line by unforeseen accident or circumstances beyond their control. Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

**9.** Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railways or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred on the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit. If no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the railway in respect of which the penalty has been incurred or any part thereof has been abandoned be paid or transferred to such receiver or be applied in the discretion of the court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid or re-transferred to the Company. Application  
of penalty.

A.D. 1908.

Extension of  
time for ac-  
quisition of  
lands.

**10.** The periods respectively limited—

- (A) By section 54 of the Act of 1897 as amended by section 26 of the Act of 1899 and by section 3 of the Act of 1901 and by section 21 of the Act of 1904 and by section 17 of the Act of 1906 for the compulsory purchase of lands required for the railways and works authorised by the Act of 1897 (other than Railways Nos. 1 and 4 and the pier and pier railway) so far as the construction of the same has not been abandoned under the Act of 1904;
- (B) By section 7 of the Act of 1898 as amended by section 3 of the Act of 1901 and by section 21 of the Act of 1904 and by section 17 of the Act of 1906 for the compulsory purchase of lands for the purposes of Railways Nos. 1 3 and 7 authorised by the Act of 1898 so far as the construction of the same has not been abandoned under the Acts of 1899 and 1903;
- (C) By section 8 of the Act of 1899 as amended by section 3 of the Act of 1901 and by section 21 of the Act of 1904 and by section 17 of the Act of 1906 for the compulsory purchase of lands for the purposes of Railways Nos. 3 5 and 7 authorised by the Act of 1899 and for the compulsory purchase of the lands described in section 4 of that Act;
- (D) By section 7 of the Act of 1903 as amended by section 17 of the Act of 1906 for the compulsory purchase of lands for the purposes of Railway No. 2 by that Act authorised;
- (E) By section 5 of the Act of 1904 as amended by section 17 of the Act of 1906 for the compulsory purchase of lands required for the railway by that Act authorised;
- (F) By section 7 of the Act of 1906 for the compulsory purchase of lands required for the railway and for the footpath by that Act authorised;

are hereby respectively extended until the fifteenth day of August one thousand nine hundred and ten and the above-mentioned sections shall be read and have effect accordingly.

Extension of  
power as to  
certain other  
lands.

**11.** The power of compulsory purchase of lands for the purposes of the road described in section 4 of the Act of 1897 as revived by section 22 of the Act of 1904 and amended by



section 19 of the Act of 1906 may be exercised at any time within the period of two years from the fifteenth day of August one thousand nine hundred and eight. A.D. 1908.

**12.** For the protection of the National Telephone Company Limited (in this section referred to as "the telephone company") the following provisions shall subject as hereinafter provided apply and have effect (that is to say):— For protection of National Telephone Company Limited.

- (1) The Company shall not at any time during the currency of the telephone company's licence from the Postmaster-General to conduct telephonic business remove or interfere with any poles wires pipes conduits or other apparatus (in this section referred to as "apparatus") of the telephone company situate on any lands acquired by the Company under the powers of the Acts of 1897 1898 1899 1903 1904 and 1906 as extended by this Act except where the Company require so to do for the purposes of their undertaking and in such case the Company shall at their own expense prior to any such interference provide substituted apparatus in such positions as may be reasonably approved by the telephone company and if at any time during the currency of the said licence the Company shall require to remove or interfere with such substituted apparatus they shall provide other substituted apparatus in accordance with the foregoing provisions of this section :
- (2) If any difference arises under this section between the Company and the telephone company such difference shall be settled by an arbitrator to be appointed on the application of either party by the Board of Trade and the provisions of the Arbitration Act 1889 shall apply to any such arbitration :
- (3) Provided always that nothing in this section shall apply to anything done or to be done under any right reserved or conferred by or exerciseable under any agreement made between the telephone company on the one hand and the Company or the Marquis of Bute on the other hand.

**13.** The periods respectively limited—

- (A) By section 5 of the Act of 1897 as amended by section 26 of the Act of 1899 and by section 4 of

Extension of time for completion of works.

A.D. 1908.

- the Act of 1901 and by section 24 of the Act of 1904 and by section 18 of the Act of 1906 for the completion of the railways and works (other than the pier and pier railway) authorised by the Act of 1897 ;
- (B) By section 38 of the Act of 1897 as amended by section 18 of the Act of 1906 for the completion of the pier railway authorised by the Act of 1897 ;
- (C) By section 11 of the Act of 1898 as amended by section 4 of the Act of 1901 and by section 24 of the Act of 1904 and by section 18 of the Act of 1906 for the completion of Railways Nos. 1 3 and 7 authorised by that Act so far as the construction of the same has not been abandoned ;
- (D) By section 12 of the Act of 1899 as amended by section 4 of the Act of 1901 and by section 24 of the Act of 1904 and by section 18 of the Act of 1906 for the completion of Railways Nos. 3 4 5 6 and 7 authorised by the Act of 1889 ;
- (E) By section 14 of the Act of 1903 and by section 18 of the Act of 1906 for the completion of Railway No. 2 by that Act authorised ;
- (F) By section 11 of the Act of 1904 for the completion of the railway by that Act authorised ;
- (G) By section 9 of the Act of 1906 for the completion of the railway by that Act authorised ;

are hereby extended until the fifteenth day of August one thousand nine hundred and fourteen.

Revival of power to construct part of Railway No. 1 authorised by Act of 1899.

**14.** The powers of the Company for making and maintaining so much of Railway No. 1 authorised by the Act of 1899 as lies between the termination of Railway No. 2 by this Act authorised and the termination of the said Railway No. 1 as authorised by the Act of 1899 (except the powers for the compulsory purchase of land) are hereby revived and may be exercised by the Company at any time during six years from the fifteenth day of August one thousand nine hundred and eight on the expiration of which period the powers hereby revived for making and completing the said railway shall cease to be exercised except as to so much thereof as shall be then completed.

The Company are hereby released from all penalties liabilities and obligations in respect of the non-construction or non-com-



pletion of so much of Railway No. 1 authorised by the Act of 1899 as lies between its commencement as authorised by the said Act and the termination of Railway No. 2 by this Act authorised.

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**15.** The powers of the Company for making and maintaining Railway No. 2 authorised by the Act of 1899 (except the powers for the compulsory purchase of land) are hereby revived and may be exercised by the Company at any time during six years from the fifteenth day of August one thousand nine hundred and eight on the expiration of which period the powers hereby revived for making and completing the said railway shall cease to be exercised except as to so much thereof as shall be then completed.

Revival of power to construct Railway No. 2 authorised by Act of 1899.

**16.** Notwithstanding anything shown on the plans and sections of the railways authorised by the Act of 1899 the Company may on lands belonging to them construct the junction of Railway No. 1 authorised by that Act with the main line of the Company at such point within the limits of deviation shown on such plans as may be best suited for the convenient working of traffic and make and maintain the said Railway No. 1 and Railway No. 2 authorised by the Act of 1899 within the limits of deviation shown in that behalf on the plans deposited for the purposes of this Act.

Provisions as to construction of Railways No. 1 and No. 2 of Act of 1899.

**17.** The powers of the Company for making and maintaining the low water pier authorised by the Act of 1897 (except the powers for the compulsory purchase of land) are hereby revived subject to all the provisions of Part III. of that Act except section 38 (Period for completion of works) and may be exercised by the Company at any time during ten years from the fifteenth day of August one thousand nine hundred and eight on the expiration of which period the powers hereby revived for making and completing the said pier shall cease to be exercised except as to so much thereof as shall be then completed.

Revival of powers to construct pier.

**18.** The construction by the Company of the branch railway in the parish and city of Cardiff commencing on the railway authorised by the Bute Docks Act 1894 at the point of junction therewith of Railway No. 2 by this Act authorised and terminating by a junction with the main line of the Company on the south-eastern side of the Roath Dock at a point six hundred and seventy feet or thereabouts measured in a southerly direction from the easternmost corner of that dock and the application of

Sanction of branch railway constructed by Company.

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the funds of the Company to such construction are hereby sanctioned and confirmed and the Company may maintain and work the said branch railway accordingly subject to the provisions of this Act.

Railways to form part of undertaking of Company for tolls and other purposes.

**19.** The said branch railway and the railways by this Act authorised shall for all purposes form part of the undertaking of the Company and the enactments which apply to the railway authorised by the Bute Docks Act 1894 shall as regards tolls rates and charges running powers of other railway companies and otherwise apply to the said branch railway and the railways by this Act authorised subject to the provisions of this Act.

Provisions as to branch railway.

**20.** Provided that on and after the opening for traffic of the portion of Railway No. 1 authorised by the Act of 1899 the powers for the construction of which are by this Act revived and of Railway No. 2 by this Act authorised such of the provisions of the Bute Docks Act 1894 as confer running powers on other railway companies shall cease to be in force with regard to the said branch railway.

Power to acquire certain lands in parish of Whitechurch.

**21.** In addition to any other lands which they are empowered to acquire under the provisions of this Act the Company may enter on take and use for any purposes of their undertaking the following lands (namely) :—

Certain lands in the parish of Whitechurch in the rural district of Llandaff and Dinas Powis and county of Glamorgan thirteen and a half acres in extent adjoining the north-eastern side of the Company's railway and extending from the occupation bridge crossing that railway four hundred and thirty feet or thereabouts south-west of the Holly Bush Inn to the occupation bridge crossing the railway four hundred and seventy feet or thereabouts south-east of the bridge carrying the railway over the Glamorganshire Canal and all houses and buildings on such lands :

Provided that the Company shall not under the powers of this section acquire otherwise than by agreement any land forming the whole or any part of the lands numbered 7 and 8 in the parish of Whitechurch on the deposited plans and belonging or reputed to belong to the lord mayor aldermen and citizens of the city of Cardiff.

Confirmation of agreement with Caerphilly Urban District Council.

**22.** The agreement dated the tenth day of December one thousand nine hundred and seven between the Caerphilly Urban District Council and the Company as set forth in the schedule



to this Act is hereby confirmed and made binding on the parties thereto. A.D. 1908.

From and after the passing of this Act all public rights of way (if any) over the lands shown on the plan attached to the said agreement and thereon surrounded by a blue colour shall be by virtue of this Act extinguished save and except the right of way described in the said agreement over the land hatched red on the said plan.

**23.**—(1) The Company may alter and divert so much of the footpath or right of way (if any) in the parish of Eglwysilan in the urban district of Caerphilly and county of Glamorgan leading from the main road between Cardiff and Merthyr to Rhiwddâr Farm as lies between its junction with the said main road and the southern corner of the buildings of the said farm and may substitute for the said portion of footpath or right of way (if any) the footpath shown in that behalf on the deposited plans. Alteration of  
footpath in  
parish of  
Eglwysilan.

(2) From and after the opening to the public of such substituted footpath all rights of way over the said portion of footpath or right of way (if any) shall be extinguished and all such rights of way shall be transferred to the diversion by this Act authorised but nothing in this Act shall require or enable the Company to confer on the public with respect to the substituted footpath any greater or other right than the public already enjoy with respect to the existing footpath or right of way (if any).

(3) Provided always that the said portion of footpath and rights of way shall not be stopped up and extinguished until two justices shall have certified that the substituted footpath has been completed to their satisfaction and is open for public use and that before applying to the justices for their certificate the Company shall give to the road authority of the district seven days' notice in writing of their intention to apply for the same.

(4) Provided also that the Company shall make full compensation to all parties interested in respect of any private rights of way extinguished by virtue of this section and such compensation shall be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

(5) The footpath substituted by the Company under this Act for the portion of the existing footpath or right of way (if any) aforesaid shall form part of the said existing footpath or right

A.D. 1908. of way (if any) and be maintained and managed by and at the expense of the authority or person now liable to maintain the same.

(6) For the purposes of this section the Company may enter on take and use the lands or such easements as they may require over the lands in the parish of Eglwysilan forming parts of the fields or enclosures or properties numbered 1946 1948 1949 1951 1952 1966 1967 and 1971 on the  $\frac{1}{2500}$  scale Ordnance map for that parish second edition 1900.

Power to apply capital already authorised.

**24.** The Company may apply to any of the purposes of the Bute Docks and Cardiff Railway Acts 1865 to 1906 or of this Act to which capital is properly applicable any capital or funds belonging to or authorised to be raised by them without regard to the particular purpose or purposes for which the same were authorised to be raised or directed to be applied.

Provision as to general Railway Acts.

**25.** Nothing in this Act contained shall exempt the Company or the railways by this Act authorised from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised by the Acts relating to the Company.

Costs of Act.

**26.** The costs charges and expenses preliminary and of and incidental to preparing obtaining and passing this Act shall be paid by the Company.



The SCHEDULE referred to in the foregoing Act.

A.D. 1908.

AN AGREEMENT made this tenth day of December one thousand nine hundred and seven between the CAERPHILLY URBAN DISTRICT COUNCIL hereinafter called "the council" (which expression shall include where the context so admits their successors and assigns) of the one part and the CARDIFF RAILWAY COMPANY hereinafter called "the Company" (which expression shall include where the context so admits their successors and assigns) of the other part.

WHEREAS by the Cardiff Railway Act 1897 the Company were authorised to construct and maintain amongst other works a railway called "Railway No. 1" partly in the parish of Eglwysilan and within the district of the council:

And whereas the construction of a portion of Railway No. 1 passing through the said parish near a place known as Maenmilwr was commenced in the month of January one thousand nine hundred and five and the centre line of such railway is shown on the plan attached hereto:

And whereas shortly after the commencement of the construction of the railway the council intimated to the Company that there were certain public highways leading from the main road (from Cardiff to Merthyr Tydfil) to the River Taff at Maenmilwr across the land which is numbered 201 on the said plan hereto annexed and surrounded by a blue line and also upon the deposited plan relating to the said railway referred to in the Cardiff Railway Act 1897 and that such rights of way led to a public ford and ferry respectively which it was alleged formerly existed across the said river:

And whereas the Company having made careful inquiries with reference to the said allegation of the council came to the conclusion that no public ford or ferry or public right of way in fact existed as alleged by the council or otherwise at or near the place aforesaid and having informed the council that the claim thereto could not be admitted proceeded with the construction of their said railway:

And whereas thereafter proceedings were commenced in the High Court of Justice King's Bench Division by His Majesty's Attorney-General at and by the relation of the council against the Company with a view of establishing such alleged highways or public rights of way as aforesaid:

And whereas the highways or rights of way claimed by the council are approximately shown by a green colour on the said plan hereto annexed and the sites of the alleged ford and ferry are also shown upon the said plan:

A.D. 1908.

And whereas the said railway where it passes across the said piece of land No. 201 is constructed on an embankment supported on both sides by retaining walls and in the course of the construction of the said railway there has been left in the said retaining walls and through the embankment an opening or archway passing under the railway the position of which is shown on the said plan which would have enabled foot passengers to obtain an access from the main road to the said river and which admits of the construction of a road or way available for use by horses cattle or vehicles :

And whereas although the Company do not in any way admit that the claims put forward by the council as to any such public rights as aforesaid are well founded certain negotiations have taken place between the council and the Company with a view to the discontinuance of the said proceedings and the settlement of the matters in difference between the council and the Company and it has been agreed subject to the approval of Parliament as follows:—

1. The Company agree that whatever rights of way (if any) were vested in the public over the said piece of land No. 201 on the said plan shall be transferred to and may be exercised by the public over the property of the Company between the points "A" and "B" on the said plan over the land distinguished by being hatched red thereon and also over the road which the council are to be at liberty to construct as hereinafter provided if and when constructed and the council hereby agree to discontinue the proceedings instituted at their relation as aforesaid and to abandon any claim to any right of way over any part of the said piece of land other than such as is hatched red as aforesaid.

2. The width and height of the said opening or archway shall be deemed to be sufficient and shall not be required to be altered or increased but it shall be lawful for the council without interfering in any way with the foundations of any retaining or other walls or any works of the Company and subject to the approval and supervision of the engineer of the Company to improve by levelling the same the gradient of the ground in and near to the said opening so as to improve and render the same available for the passage of vehicles And it shall also be lawful so far as the Company can confer the right so to do for the council to construct outside the westernmost retaining wall of the Company a roadway leading from the said opening or archway to the point marked C on the said plan.

3. The Company will insert in the first Bill promoted by them in Parliament provisions for confirming this agreement and extinguishing all public rights (if any) over the said land No. 201 upon the said plan other than such part thereof as is hatched with red lines thereon and use their best endeavours to obtain the sanction of Parliament thereto and the council if so desired by the Company will support the application to Parliament in respect of such provisions of the said Bill.



4. If this agreement shall be confirmed and such provisions as aforesaid sanctioned by Parliament the Company will forthwith upon the passing of the Act of Parliament pay to the council the sum of one hundred and fifty pounds towards the cost of the work proposed to be carried out by the council as aforesaid or towards any other work which the council may elect to carry out in the Taffs Well Ward of the Caerphilly Urban District and to which they may see fit to allocate the amount.

5. The Company agree so far as they lawfully can or may that in the event of the council deciding to erect a bridge over the River Taff at Maenmilwr on the site of the alleged ferry and in line with the said archway marked A B on the said plan they will not raise any objection to a portion of such bridge or the abutments thereof being constructed on land of the Company Provided that the erection of the said bridge and abutments shall be carried out under the supervision and to the reasonable satisfaction of the engineer of the Company and that no damage or injury shall be done to any of the works of the Company in consequence of the erection of the said bridge.

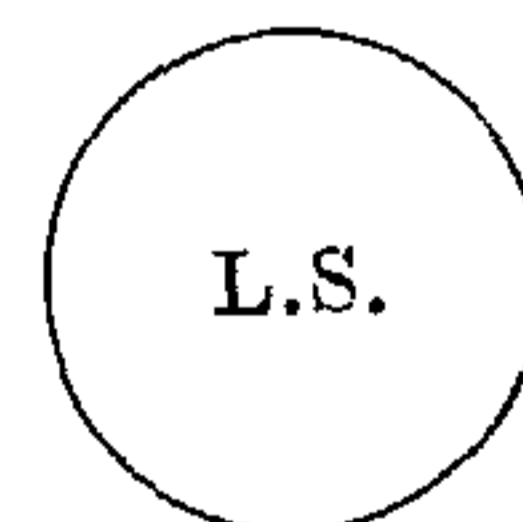
6. This agreement is subject to such amendment as Parliament may see fit to make therein but in case of any material amendment adverse to the interests of either party it shall be lawful for such party to withdraw the same.

7. This agreement is subject to the consent of the Attorney-General thereto and the terms thereof shall if necessary be made a rule of court and if the consent of the Attorney-General shall not be granted then this agreement shall be void and of no effect and shall not be referred to by either party in case the action shall be continued.

In witness whereof the council and the Company have caused their respective common seals to be hereunto affixed the day and year first before written.

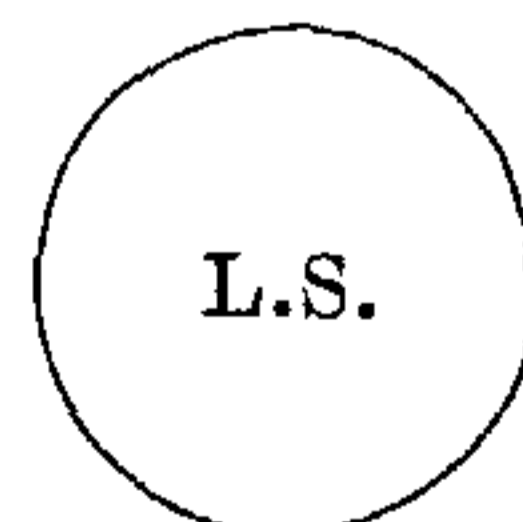
The common seal of the Caerphilly Urban District }  
Council was hereunto affixed in the presence of }

JNO. WILLIAMS Chairman.  
WM. SPICKETT Clerk.



The common seal of the Cardiff Railway Company }  
was hereunto affixed in the presence of }

FRED. I. PITMAN Director.  
HENRY A. ROBERTS Secretary.



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