



ANNO OCTAVO & NONO

# VICTORIÆ REGINÆ.

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## Cap. cxc.

An Act for making a Railway to be called "The South Wales Railway." [4th August 1845.]

**W**HEREAS the making of a Railway from *Fishguard* and *Pembroke Dock*, otherwise called *Pater*, in the County of *Pembroke*, to *Chepstow* in the County of *Monmouth*, with a Branch Railway to *Monmouth*, would be of great public Advantage: And whereas the Persons hereafter named are willing, at their own Expence, to carry such Undertaking into execution; but the same cannot be effected without the Authority of Parliament: And whereas an Act has been passed in the present Session of Parliament, intituled *An Act for consolidating in One Act certain Provisions usually inserted in Acts with respect to the Constitution of Companies incorporated for carrying on Undertakings of a public Nature*, and called "The Companies Clauses Consolidation Act, 1845:" 8 & 9 Vict. c. 16. And whereas another Act has been passed in the present Session of Parliament, intituled *An Act for consolidating in One Act certain Provisions usually inserted in Acts authorizing the taking of Lands for Undertakings of a public Nature*, and called "The Lands Clauses Consolidation Act, 1845:" 8 & 9 Vict. c. 18. And whereas another Act has been passed in the present Session of Parliament, intituled *An Act for consolidating in One Act certain Provisions usually inserted in Acts authorizing* 8 & 9 Vict. c. 20.

[Local.] 50 X the



*the making of Railways, and called "The Railways Clauses Consolidation Act, 1845:"* 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, That the Provisions of the said recited Acts shall be incorporated with and form Part of this Act, save as to such Parts thereof as may be modified by, or be inconsistent with the Provisions of this Act.

Recited Acts incorporated with this Act.

Short Title.

II. And be it enacted, That in citing this Act in other Acts of Parliament, and in legal Instruments and Pleadings, it shall be sufficient to use the Expression "*The South Wales Railway Act, 1845.*"

Subscribers incorporated.

III. And be it enacted, That *Frederick Pratt Barlow* Esquire, *William Chambers junior*, Esquire, *John Colby* Esquire, *Rowland Fothergill* Esquire, *Abel Lewis Gower* Esquire, *Robert Frederick Gower* Esquire, *Howell Gwyn* Esquire, *John Harley* Esquire, *David Lewis* Esquire, *Stephen Lewis* Esquire, *Francis Mowatt* Esquire, *Sir John Morris* Baronet, *Hugh Owen Owen* Lieutenant Colonel, *Archibald Frederick Paull* Esquire, *Edward Harris Phillips* Esquire, *Thomas Powell* Esquire, *Thomas Protheroe* Esquire, *Nicholas Roch* Esquire, *Rees Goring Thomas* Esquire, *Nash Edward Vaughan* Esquire, *Louis Vigurs* Esquire, *John Parry De Winton* Esquire, and *Lloyd Vaughan Watkins* Esquire, 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 a Railway, with such Branch Railway and other Works as herein-after more particularly defined, and with such other Works and Conveniences as may be necessary or proper in connexion therewith, according to the Provisions of the said recited Acts and of this Act, and for other the Purposes herein and in the said recited Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "*The South Wales Railway Company,*" and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the recited Acts contained.

Capital.

IV. And be it enacted, That the Capital of the Company shall be Two million eight hundred thousand Pounds.

Number and Amount of Shares.

V. And be it enacted, That the Number of Shares into which the Capital shall be divided shall be Fifty-six thousand, and the Amount of each Share shall be Fifty Pounds.

Power for the Great Western Railway Company to subscribe.

VI. And whereas the Formation of the said Railway hereby authorized would be beneficial to the Interests of the *Great Western Railway Company*, and the said Company has therefore agreed, by and with the Authority of a General Meeting of the Proprietors thereof, to subscribe a Sum of Money, not exceeding the Sum of Six hundred thousand Pounds, towards the Formation of the said Railway, if authorized



authorized by Parliament so to do; be it therefore enacted, That the said *Great Western* Railway Company may and they are hereby empowered to subscribe towards and become Shareholders in the Undertaking hereby authorized to the Extent of Six hundred thousand Pounds.

VII. And be it enacted, That for such Purpose it shall be lawful for the said *Great Western* Railway Company to raise the Sum of Six hundred thousand Pounds, or any Part thereof, by the Creation of new Shares in such Company, of such Amount and upon such Terms and Conditions as may be agreed on and determined by a Majority of the Shareholders present at any General Meeting of the said last-mentioned Company specially convened for the Purpose; or it shall be lawful for such Company, if they so think fit, to guarantee Interest out of their Corporate Funds or annual Revenue, after a Rate not exceeding Five Pounds *per Centum per Annum*, on the said Sum of Six hundred thousand Pounds, for such Periods, and upon such Conditions as to the Redemption of Shares by the said *Great Western* Railway Company, or otherwise, as the Holders for the Time being of such Share, or Parties in whose Hands the same may be placed as Security, and the said last-mentioned Company, may mutually agree on.

Power for the *Great Western* Railway Company to raise Capital for the Purpose.

VIII. And be it enacted, That Ten Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between successive Calls.

Calls.

IX. And be it enacted, That it shall be lawful for the Directors of the Company, until the Railway shall be completed, and opened to the Public, to pay Interest, at any Rate not exceeding Four Pounds *per Centum per Annum*, in respect of the Deposits and Calls paid on every Share, from the Day on which such Deposits and Calls shall have been so paid, such Interest to accrue and be paid at such Times and Places as the Directors for the Time being shall appoint for that Purpose: Provided always, that no Interest shall accrue to the Proprietor of any Share upon which any Call shall be in arrear in respect of such Share, or of any other Share held by the same Proprietor, during the Period while such Call shall remain unpaid.

Interest to be paid on Calls until Railway completed.

X. And be it enacted, That no Shareholder of the Company shall be liable for or charged with the Payment of any Debt or Demand due from the Company beyond the Extent of his Share in the Capital of the Company not then paid up.

Extent of Liability of Shareholders.

XI. And be it enacted, That it shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of Nine hundred and thirty-three thousand three hundred and thirty-three Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Two millions eight hundred thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

Power to borrow Money.

XII. And



Mortgages to be payable at the principal Office of the Company.

XII. And be it enacted, That the Principal Monies which shall become payable in respect of any Mortgage or Bond by the Company, by virtue of this Act, shall, unless otherwise expressed in such Mortgage or Bond, be deemed to be payable at the principal Office of the Company.

First Ordinary Meeting.

XIII. And be it enacted, That the First Ordinary Meeting of the Company shall be held within Three Months after the passing of this Act.

Scale of voting.

XIV. And be it enacted, That at all General Meetings of the Company every Shareholder, whether a Person or Corporation (save and except the *Great Western Railway Company*, or the Party or Parties legally deputed to vote on their Behalf), shall be entitled to vote according to the Scale of voting prescribed in the said recited "Companies Clauses Consolidation Act, 1845;" and the *Great Western Railway Company*, or the Party or Parties legally deputed to vote on their Behalf, shall have One Vote in respect of every Two Shares held by or on behalf of the said Company; and it shall be lawful for the said *Great Western Railway Company* to nominate or appoint any Person or Persons (whether such Persons be Shareholders or not), under the Hand of the Chairman for the Time being of the Directors of such Company, or under the Common Seal of such Company, to vote on their Behalf at any Meeting of the Company hereby incorporated, and such Person so appointed shall have the same Right of voting at such Meeting as the Company by whom he may have been appointed.

Number of Directors.

XV. And be it enacted, That from and after the First Ordinary Meeting to be held under this Act the Number of Directors shall be Eighteen, of whom Six shall be appointed by the Directors for the Time being of the *Great Western Railway Company* out of their own Body, and the Remainder by the Shareholders in the Company hereby incorporated, exclusively of the *Great Western Railway Company*; and the following Persons shall be the Directors of the Company until such Meeting shall take place; (that is to say,) *Frederick Pratt Barlow*, the Right Honourable Viscount *Barrington*, *David Arthur Saunders Davies*, *Robert Frederic Gower*, Sir *Josiah John Guest* Baronet, *William Goodenough Hayter*, *David Lewis*, *Stephen Lewis*, *Hugh Owen Owen*, *Archibald Frederick Paull*, *Charles Russell*, *Robert Saunders*, *Louis Vigurs*, the Honourable *George Augustus Frederick Villiers* commonly called Viscount *Villiers*, and *John Henry Vivian*.

Election of Directors.

XVI. And be it enacted, That the Directors appointed by this Act, save such of them as may have been appointed by or on behalf of the *Great Western Railway Company* under the Provisions hereinbefore contained, shall continue in Office until the first Ordinary Meeting to be held after the passing of this Act; and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, save as aforesaid, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the  
Directors



Directors appointed by this Act being eligible as Members of such new Body.

XVII. And be it enacted, That at the first Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected 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 said Companies Clauses Consolidation Act and this Act contained; and the several Persons elected at any such Meeting, being neither removed or disqualified, nor having resigned, shall continue to be Directors until others are elected in their Stead, in manner provided by the said Companies Clauses Consolidation Act and this Act.

Election of future Directors.

XVIII. And be it enacted, That at or before the first Ordinary Meeting to be held after the passing of this Act the Directors for the Time being of the *Great Western* Railway Company, for and on behalf of that Company, shall nominate Six Members of their Body to be Directors of the Company hereby incorporated from and after the said Ordinary Meeting; and the Directors so appointed shall accordingly be Directors of the Company hereby incorporated, and shall respectively remain in Office until they shall respectively die or resign or become disqualified by ceasing to be Directors of the *Great Western* Railway Company, or until they be removed by Vote of the Directors of such Company; and it shall be lawful for the Directors of the *Great Western* Railway Company, as and when any Vacancy shall occur in the Number of Directors appointed by them as aforesaid, to elect any other Member of their Body in the Room of the Director occasioning such Vacancy; and in the event of any of the Directors appointed by the *Great Western* Railway Company being unable from any Cause to attend any Meeting of the Directors of the Company hereby incorporated, it shall be lawful for the Directors of the *Great Western* Railway Company to nominate another Director for the Occasion, out of their own Body, to attend such Meeting, and such Director shall have the same Powers at such Meeting as the Director in whose Stead he may be nominated would have had.

Six Directors to be appointed by the *Great Western* Railway Company.

XIX. And be it enacted, That the Qualification of a Director of the Company, unless of such of them as may be appointed by the *Great Western* Railway Company under the Provisions herein-before contained, shall be the Possession in his own Right of Fifty Shares in the Undertaking hereby authorized.

Qualification of Directors.

XX. And be it enacted, That it shall be lawful for the Company to increase or reduce the Number of the Directors, so that the increased Number do not exceed Eighteen, and that the reduced Number be not less than Twelve, and so that if once reduced to Twelve the Number of Directors shall not be again reduced or increased: Provided also, that so long as the *Great Western* Railway Company shall remain Subscribers towards the Undertaking hereby authorized, or shall guarantee any Interest on the Shares therein according to the Provisions herein contained, the Number of Directors

Company may reduce Number of Directors.

to be appointed by such Company shall be in the same Proportion, as nearly as may be, to the Number of whom the whole Body of Directors when reduced shall consist, as the Number of Directors to be appointed by the *Great Western* Railway Company under the Provisions herein-before contained shall bear to the said Number of Eighteen, unless the *Great Western* Railway Company shall consent to reduce the Number so to be appointed by them, or unless they shall reduce the Number of Shares in the Undertaking held or on which Interest may be guaranteed by them below the Amount to which they are by this Act authorized to subscribe, in either of which Cases the Number of Directors to be appointed by them shall be reduced accordingly.

Quorum. XXI. And be it enacted, That the Quorum of a Meeting of Directors shall be Three.

Committees of Directors. XXII. And be it enacted, That the Number of Directors of which Committees appointed by the Directors shall consist shall not be less than Three nor more than Seven, and the Quorum of such Committee shall be Three.

Power to make Railway according to deposited Plans. XXIII. And whereas Plans and Sections of the Railway from *Fishguard* and *Pembroke Dock* to *Chepstow* aforesaid, and of the Branch Railway by this Act authorized, and showing the Lines and Levels thereof respectively, and also Books of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which such Works respectively are intended to pass, have been deposited with the Clerks of the Peace of the Counties of *Pembroke*, *Carmarthen*, *Glamorgan*, and *Monmouth*; be it enacted, That, subject to the Provisions in this and the said recited Acts contained, it shall be lawful for the said Company to make and maintain the said Railway and Branch Railway in the Line and upon the Lands delineated on the said Plans, and described in the said Books of Reference, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Protecting Church and Rectory of Mitcheltroy. XXIV. Provided always, and be it enacted, That the Company shall not divert the Line of Railway as shown upon the said Plans where the same passes through the Field numbered 43 in the Parish of *Mitcheltroy*, but the centre Line of the Railway shall be and remain in the said Field at as great a Distance from the Church and Rectory House of the Parish as is shown upon the said Plans: Provided also, that it shall not be lawful for the Company to construct any Station, Buildings, or Works in any of the Lands numbered 39, 40, 41, 42, 44, 46, 47, and 48 in the said Parish.

Line of the Railway. XXV. And be it enacted, That the said Railway shall commence at or near *Fishguard Bay* in the Parish *Llanwnda* in the County of *Pembroke*, and at or near to *Pembroke Dock* otherwise *Pater* in the Parish of *Saint Mary* in the same County, and shall pass through or into the Parishes, Townships, extra-parochial and other Places, following, or some of them; (that is to say,) *Pembroke Dock* otherwise  
*Pater*



*Pater Saint Mary's Pembroke, Cosheston, Nash, Carew, Jeffreyton, Yerbeston, Loveston, Reynalton, Begelly, Mountain, Narbeth (South), Narbeth (North), Crinow, Lampeter Velfrey, Llandewi Velfrey, Llanwnda, Manorowen, Jordanston, Llanstinan, Letterston, Saint Dogwell's, Saint Lawrence, Hayscastle, Trefgarn, Spittal, Rudbaxton, Amblestone, Clarbeston, Bletherstone, Lawhaden, and Llanfalteg, in the County of Pembroke; Langan in the Counties of Pembroke and Caermarthen or One of them; Saint Peter's in the County of the Borough of Caermarthen; Egremont, Casteldwyran, Landisilio, Henllan, Amgoed, Cyffig, Lamboidy, St. Clair, Llanginnin, Mydrim, Llanfihangel Abercwynn, Merthyr, Langunnog, Llangunnor, Cidplwydd, Llandyfaelog, Saint Mary's Kidwelly, Pembrey, and Llanelly, in the County of Caermarthen; Loughor, Saint John's Swansea, Llangefelach, Llansamlet, Cadoxton-juxta-Neath, Neath, Lantwit-juxta-Neath, Britton Ferry, Baglan, Aberafon, Margam, Kenfig, Pyle, Newton, Merthyr Maw, Coity, Coychurch, Ewenny, Langan, Saint Mary Hill, Pencoed, Llanilid, Llanharran, Peterstone-super-Montem, Llantrissant, Pendoylon, Peterston-super-Ely, Michaelstone-super-Ely, Saint George, Saint Nicholas, Saint Bride's-super-Ely, Saint Fagan's Landaff, Saint Mary's Cardiff, and Roath, in the County of Glamorgan; Rumney, Saint Mellons, Llanbad otherwise Peterston, Saint Bride's Llansaintfraed, Bassalleg, Saint Woollos Newport, Christchurch, Lanuern, Bishton, Wilcrick, Landevenny, Saint Bride's Netherwent, Magor, Undy, Llanvihangel, Rogiet, Ifton, Caldicott, Portskewit, Mathern, and Chepstow, in the County of Monmouth; and shall terminate at the West Bank of the River Wye in the Parish of Chepstow.*

XXVI. And whereas the Line of the said Railway between the Property numbered 168 in the said Plans in the Parish of *Llanelly* in the County of *Caermarthen* and a certain other Property in the Parish of *Pembrey* in the same County numbered 51 on the said Plans adjoins the Shore of the Sea or of the Estuary called the *Bury River* or of the River *Loughor*, of which Her Majesty is Owner in right of Her Crown, and it is deemed expedient that the Railway should be carried along the said Shore according to a Line to be approved of by the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, instead of the Line laid down on the Plans deposited as aforesaid; be it therefore enacted, That nothing in this Act or the recited Acts contained shall authorize or empower the Company to make or construct the said Railway from the said Property so numbered 168 in the Parish of *Llanelly* in the County of *Caermarthen* to the said Property so numbered 51 in the Parish of *Pembrey* in the same County in the Line laid down in the Plans and Sections of the said Railway deposited as aforesaid; but the said Company shall and they are hereby required to construct the said Railway from and to the Places last aforesaid upon the Shore of the Sea or of the Estuary called the *Bury River* or of the River *Loughor* in such a Line, and according to such Plans, and under such Restrictions and Regulations as shall be approved of by the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, by and on behalf of Her Majesty, Her Heirs and Successors.

Line at  
Llanelly and  
Pembrey to  
be construct-  
ed as ap-  
proved of by  
Commissioners  
of Woods  
and Forests.

XXVII. Pro-



Saving the  
Rights of the  
Marquis of  
Bute.

11 G. 4. &  
1 W. 4. c. 133.

4 & 5 W. 4.  
c. 19.

XXVII. Provided always, and be it enacted, That nothing in this Act contained, save as herein provided, shall extend or be deemed or construed or taken to take away, prejudice, alter, lessen, or interfere with any Rights, Powers, Privileges, or Advantages vested in the Most Noble *John Crichton Stuart* Marquis of *Bute* and Earl of *Dumfries*, his Heirs or Assigns, by virtue of Two several Acts of Parliament, one passed in the First Year of the Reign of His late Majesty King *William* the Fourth, intituled *An Act for empowering the Marquis of Bute to make and maintain a Ship Canal, commencing near the Mouth of the River Taff in the County of Glamorgan, and terminating near the Town of Cardiff, with other Works to communicate therewith*, and the other passed in the Fourth Year of the Reign of His late Majesty, intituled *An Act to alter, amend, and enlarge the Powers of an Act passed in the First Year of the Reign of His present Majesty King William the Fourth, intituled 'An Act for empowering the Marquis of Bute to make and maintain a Ship Canal, commencing near the Mouth of the River Taff in the County of Glamorgan, and terminating near the Town of Cardiff, with other Works to communicate therewith,'* but all such Rights, Powers, Privileges, and Advantages shall remain as good, valid, and effectual as if this Act had not been passed.

Stream of  
River above  
and below  
the Bridge to  
be straight-  
ened and  
secured.

XXVIII. And be it enacted, That the Company shall deepen, straighten, and secure by Walls the main Stream, both above and below the said Bridge over the said River *Fowy*, to such an Extent as the said Commissioners may, by Writing under the Hand of the Secretary of the Admiralty, determine as necessary, to prevent the Navigation of the said River *Fowy* being interrupted by reason of the Construction of the Railway; and the said Walls shall be for ever kept in repair by and at the Expence of the Company.

Vessels not  
to be unne-  
cessarily de-  
tained in  
passing  
Bridge.

XXIX. And be it enacted, That it shall not be lawful for the Company, or any Person or Persons acting under them, to detain any Vessel, Barge, or Boat navigating the River *Fowy* for a longer Space of Time than may be sufficient to admit of any Carriages or Trains regularly traversing the said Railway and approaching the said Bridge to cross the said River *Fowy*, and for opening the said Bridge to admit such Vessel, Barge, or Boat to pass; and in case the Company, or any Person or Persons acting under them, shall detain any Vessel, Barge, or Boat contrary to the Provisions of this Act, the Offenders shall in every such Case forfeit and pay the Sum of Ten Pounds; but nothing in this Act contained shall prevent any Remedy for Damages which any Party may sustain in respect of any such Detention as aforesaid.

For pro-  
tecting the  
Navigation  
of the River  
*Fowy*.

XXX. And be it enacted, That during such Time or Times as the Bridge intended to be erected for carrying the said Railway over the River *Fowy* shall be building or repairing the said Company or their Successors shall and they are hereby required to keep the Navigation of the said River at and about the said Bridge free and clear, so that the Vessels navigating in and upon the said River may have sufficient and convenient Room to navigate and pass thereon, and that during the Construction and ever after the Completion of  
the



the said Bridge the said Company shall cause to be hung out and exhibited every Night, from Sunset to Sunrise, a sufficient Light, to be kept burning, at the Company's Expence, on or immediately adjoining to the said Bridge, for the Navigation and safe Guidance of Vessels; and in case the said Company shall neglect to exhibit and keep such Light burning as aforesaid, they shall be liable to forfeit and pay for every such Neglect the Sum of Twenty Pounds.

XXXI. And be it enacted, That the said Railway shall cross the said River *Fowy* in the County of *Carmarthen* by a Bridge to be constructed in such Manner as the Commissioners for executing the Office of Lord High Admiral may, in Writing under the Hand of the Secretary of the Admiralty, approve of; and in a suitable and proper Part of the said Bridge the said Company shall construct a Drawbridge, with a clear Opening not less in Width than Fifty Feet, for the Passage of Vessels through the same, the Piers of which Bridge are to be made parallel to the Stream, and the Span of the Arches, and the Dimensions, Construction, and Site of the said Bridge, shall be such as the said Commissioners shall approve of as aforesaid.

Drawbridge  
to be made  
across the  
River Fowy.

XXXII. And be it enacted, That the Branch Railway to *Monmouth* herein-before referred to shall commence from and out of the Main Line of the last-mentioned intended Railway at or near to the Town of *Newport* in the County of *Monmouth*, and shall pass through or into the several Parishes, Townships, extra-parochial or other Places following, or some of them; that is to say, *Christchurch, Llangattock-juxta-Caerleon, Tredunnoch, Lanhennock, Kemeys Inferior, Lantrissaint, Langibby, Gwerhelog, Langeview, Llanlowel, Usk, Llandenny, Pen-y-clawdd, Cwmcarven, Dingestow, Lanishen, Ragland, Wonastow, Mitcheltroy, and Monmouth*, in the County of *Monmouth*, and shall terminate in the said last-mentioned Parish at or near to the Town of *Monmouth*.

Line of  
Branch Rail-  
way from  
Newport to  
Monmouth.

XXXIII. And be it enacted, That it shall be lawful for the Company, if they think fit, to carry the Railway and Branch Railway, or either of them, by this Act authorized, across and on the Level of the several Roads numbered respectively on the Plans deposited aforesaid as follows; (that is to say,)

Power to  
cross certain  
Roads on the  
Level.

In the Parish of *Saint Mary Pembroke* in the County of *Pembroke*, the Roads numbered respectively 14 and 44:

In the Parish of *Carew* in the same County, the Road numbered 58:

In the Parish of *Jeffreyston* in the same County, the Road numbered 68:

In the Parish of *South Narberth* in the same County, the Road numbered 21:

In the Parish of *North Narbeth* in the same County, the Road numbered 6<sup>a</sup>:

In the Parish of *Lampeter Velfrey* in the same County, the Roads numbered respectively 7 and 92:

In the Parish of *Manorowen* in the same County, the Road numbered 8:

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In



- In the Parish of *Langan* in the Counties of *Pembroke* and *Carmarthen*, or one of them, the Roads numbered respectively 3 and 19<sup>a</sup> :
- In the Parish of *Saint Clair's* in the County of *Carmarthen*, the Road numbered 27<sup>a</sup> :
- In the Parish of *Lanfihangel Abercwym* in the same County, the Road numbered 41<sup>a</sup> :
- In the Parish of *Mydrim* in the same County, the Road numbered 18 :
- In the Parish of *Saint Peter's Carmarthen* in the same County, the Road numbered 9 :
- In the Parish of *Pembrey* in the same County, the Roads numbered respectively 49 and 172 :
- In the Parish of *Llanelly* in the same County, the Roads numbered respectively 77, 91, 105, and 136 :
- In the Parish of *Loughor* in the County of *Glamorgan*, the Road numbered 22 :
- In the Parish of *Swansea* in the same County, the Roads numbered respectively 11 and 12 :
- In the Parish of *Llangefelach* in the same County, the Road numbered 30 :
- In the Parish of *Llansamlet* in the same County, the Road numbered 7 :
- In the Parish of *Cadoxton-juxta-Neath* in the same County, the Roads numbered respectively 22 and 78 :
- In the Parish of *Neath* in the same County, the Road numbered 20 :
- In the Parish of *Britton Ferry* in the same County, the Roads numbered respectively 17 and 51 :
- In the Parish of *Margam* in the same County, the Road numbered 43 :
- In the Parish of *Newton* in the same County, the Roads numbered respectively 11, 14, and 41 :
- In the Parish of *Llangan* in the same County, the Road numbered 2 :
- In the Hamlet of *Pencoed* in the Parish of *Coychurch*, in the same County, the Road numbered 51 :
- In the Parish of *Llantrissaint* in the same County, the Road numbered 13 :
- In the Parish of *Peterstone-super-Ely* in the same County, the Road numbered 89 :
- In the Parish of *Saint George* in the same County, the Road numbered 26<sup>a</sup> :
- In the Parish of *Saint Fagan's* in the same County, the Road numbered 14 :
- In the Parish of *Saint Mellon's* in the County of *Monmouth*, the Road numbered 1 :
- In the Parish of *Llanbad* in the same County, the Roads numbered respectively 1, 41, 53, and 90 :
- In the Parish of *Saint Bride's Llansaintfraed* in the same County, the Road numbered 37 :
- In the Parish of *Bassalleg* in the same County, the Road numbered 16 :

In



In the Parish of *Saint Woollos* in the same County, the Road numbered 53 :

In the Parish of *Christchurch* in the same County, the Roads numbered respectively 15, 38, and 71 :

In the Parish of *Bishton* in the same County, the Road numbered 13 :

In the Hamlet of *Llandevenny* in the Parish of *Saint Bride's Netherwent* in the same County, the Road numbered 18 :

In the Parish of *Undy* in the same County, the Roads numbered respectively 9 and 51 :

In the Parish of *Portskewit* in the same County, the Road numbered 36 :

In the Parish of *Chepstow* in the same County, the Road numbered 15 :

In the Parish of *Llantrissaint* in the County of *Monmouth*, the Road numbered 15 on the *Monmouth* Branch :

In the Parish of *Ragland* in the same County, the Road numbered 6 on the *Monmouth* Branch.

XXXIV. And be it enacted, That the Quantity of Land to be taken by the Company for extraordinary Purposes shall not exceed Two hundred Acres. Land for extraordinary Purposes.

XXXV. And be it enacted, That 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 Three Years from the passing of this Act. Period within which Lands are to be purchased.

XXXVI. And be it enacted, That the Railway shall be completed within Seven Years from the passing of this Act ; and on the Expiration of such Period the Powers by this or the recited Acts 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. Railway to be completed in Seven Years.

XXXVII. And whereas Part of the Lands which may be required for the Purposes of this Act belong to the Queen's most Excellent Majesty in right of Her Duchy of *Lancaster* ; be it enacted, That it shall be lawful for the Chancellor and Council of Her Majesty's Duchy of *Lancaster* for the Time being to agree with the said Company for the absolute Sale in Fee Simple of the Lands, or any Part thereof, of or belonging to Her said Majesty in right of Her said Duchy, which shall be required for the Purposes of this Act, at or for such Price or Compensation in Money, and upon such Terms and Conditions, as shall be settled and agreed upon between the said Chancellor and Council and the said Company ; and upon Payment of such Price or Compensation, by any Deed or Writing under the Seal of the Duchy, in the Name of Her said Majesty, Her Heirs and Successors, to convey the same Lands, and the Fee Simple and Inheritance thereof, to the said Company, their Successors and Assigns, for the Purposes of this Act ; which said Deed or Writing, being enrolled in the Court of the Duchy Chamber of *Lancaster* within Six Calendar Months from the Date thereof, shall be effectual to vest in the said Company Authorizing Sale of Lands belonging to the Duchy of Lancaster, and providing for Application of Purchase Money.



13 W. 3. &  
1 Anne, c. 7.

48 G. 3. c. 73.

57 G. 3. c. 97.

Company the Fee Simple and Inheritance of the same Lands, any thing contained in the Act passed in the First Year of Her Majesty Queen *Ann*, intituled *An Act for the better Support of Her Majesty's Household and the Honour and Dignity of the Crown*, or in any other Act to the contrary in anywise notwithstanding; and the Purchase Money or Consideration for the same Lands shall be paid into the Hands of the Receiver General of the Revenues of the said Duchy, and Receipts and Acquittances shall be given by him for the same, and the same either shall and may be invested in the Purchase of Bank Annuities according to the Powers and Provisions contained or referred to in an Act passed in the Forty-eighth Year of the Reign of His late Majesty King *George* the Third, intituled *An Act to improve the Land Revenue of the Crown in England and also of His Majesty's Duchy of Lancaster*, with respect to the Purchase Money to be paid for Property belonging to the Crown within the Survey and Receipt of the said Duchy under the therein-recited Acts, or the same or any Part thereof may, either without any previous Investment or after such, and either alone or together with any other Monies which shall for the Time being have arisen or shall hereafter arise from the Sale of Lands and Hereditaments Part of the Possessions of the said Duchy, be laid out according to the Provisions of an Act passed in the Fifty-seventh Year of His said Majesty King *George* the Third, intituled *An Act for ratifying Articles of Agreement entered into by the Right Honourable Henry Hale Viscount Gage and the Commissioners of His Majesty's Woods and Forests and Land Revenues, and for the better Management and Improvement of the Land Revenues of the Crown*, or the said Monies, and also any such other Monies, whether previously invested or not, or any Part thereof respectively, may be laid out in the Purchase of Lands which in the Judgment of the said Chancellor and Council shall be deemed convenient to be held with any Possession of the said Duchy, as the Chancellor and Council for the Time being of the said Duchy shall direct by any Order or Orders in that Behalf; and the said Chancellor and Council shall for the Purposes of this Act have and be entitled to all such Powers and Provisions, in reference to the Monies (if any) so invested in Bank Annuities, and so to be laid out and invested as aforesaid, as under or by virtue of the said recited Act of the Fifty-seventh Year of King *George* the Third they are entitled to concerning any Sums or Funds of or belonging to the Duchy of *Lancaster*, in the same Act particularly mentioned or referred to; and the Lands and Hereditaments (if any) so purchased on behalf of the said Duchy as aforesaid shall be conveyed and assured to the Use of Her Majesty, Her Heirs and Successors, in right of Her said Duchy of *Lancaster*, and shall vest in Her said Majesty, Her Heir and Successors, in the same Right, and as fully and effectually as the Lands to be conveyed to the said Company were vested in Her immediately before such Conveyance, and be held with the like Incidents, and be subject to the same Application to all Intents and Purposes, as the said Lands so to be conveyed to the said Company were held by Her immediately before such Conveyance; and every such Conveyance to the Use of Her Majesty, Her Heirs and Successors, may be in the Form marked (X.) in the Schedule to this Act annexed, or as near thereto as may be.

XXXVIII. Pro-



XXXVIII. Provided always, and be it enacted, That nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by the Queen's most Excellent Majesty, Her Heirs and Successors, as well in right of Her Crown as in right of Her Duchy of *Lancaster*.

Saving Rights of the Crown and the Duchy of Lancaster.

XXXIX. And whereas the Line of the said Railway is intended to pass through or over a considerable Portion of a certain District of level Land in the same County of *Monmouth*, called the Level of the Hundred of *Caldicot*, and of a certain other District of level Land in the same County, called the Level of the Hundred of *Wentlooge*, and over various Streams of Water, Reens, Drains, Ditches, Sewers, and Watercourses within the same respectively, and it is necessary to make Provisions for preserving the Drainage of the said several Levels, and the Rights, Privileges, Powers, and Authorities of the Commissioners of Sewers exercising Jurisdiction over the said Levels; be it therefore enacted, That in constructing and maintaining the said intended Railway, where the same shall pass over any of the said Streams of Water, Reens, Drains, Ditches, Sewers, or Watercourses, it shall not be lawful for the said Company to contract or diminish the Area of the Waterways thereof, or to do any Act by which the Passage of the Waters along the said Streams of Water, Reens, Drains, Ditches, Sewers, and Watercourses, or between the Banks thereof, shall during Land Floods or at any other Times be impeded or obstructed, and that it shall not be lawful for the said Company, by or through any Works to be constructed by them for carrying the said Railway through the said Levels respectively, to obstruct or impede the Passage of any Water, or to any Drainage or Outlet, or through any Catchwater, Drains, or other Works of Drainage, or through any Wash Lands within the said Levels, nor to prevent or interrupt the free Circulation of Water in any of the Districts within the said Levels respectively, nor to injure or weaken the Security of any Walls, Banks, or other Works for protecting the Lands within the said Levels respectively from Inundation, and that the said Company shall at all Times be responsible to the Commissioners of Sewers for the said Levels, or other Bodies and Parties interested, for any Damage or Injury that may be done or occasioned to the Drainage of the Lands within the said Levels respectively, or the Works for protecting or preserving the same, through the Neglect or Default of the said Company, or the Effect or Operation of their Works.

For protecting Drainage of level Lands in the Hundreds of *Caldicot* and *Wentlooge*.

XL. And be it enacted, That nothing herein contained (subject nevertheless to the Provisoes next herein-after contained) shall in any Manner alienate, prejudice, alter, interfere with, or impede the Exercise of any of the Rights, Privileges, or Authorities whatsoever now exercised by or vested in the said Commissioners of Sewers, or their respective Officers or Servants, to, over, upon, or in regard to the said Levels respectively, by virtue of their Commissions or otherwise, nor to lessen or control any Rights, Powers, or Authorities now vested in or enjoyed by the said Commissioners, or any other Bodies or Persons, for widening, deepening, varying, altering, or

Powers of Drainage Commissioners not to be diminished.

[Local.]

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diverting



diverting any existing Reens, Sewers, Ditches, Drains, or Watercourses used for the Drainage of any Lands within the said Levels respectively, or to prevent or restrain the making of any Reens, Sewers, Ditches, Drains, or Watercourses, or other Works for improving the Drainage thereof, but that all such Rights, Powers, and Authorities shall remain in as full Force as if this Act had not been passed; and the said Commissioners of Sewers, or other Bodies or Persons, shall not be liable to make any Compensation for any Damage or Injury occasioned by widening, deepening, varying, altering, or diverting the existing Reens, Sewers, Ditches, Drains, or Watercourses, or making any new Reens, Sewers, Ditches, Drains, or Watercourses, or other Works to any greater Extent or Amount than they would have been liable to if the said Railway had not been made: Provided always, that in so widening, deepening, varying, altering, or diverting the existing Reens, Sewers, Ditches, Drains, or Watercourses, or making any such new Reens, Sewers, Ditches, Drains, or Watercourses, or other Works as aforesaid, nothing shall be done to impede or interfere with the Construction, Repairs, or Use of the said Railway, or the Traffic thereupon, for any greater Length of Time or in any other Manner than shall be necessary for the Execution of the said Works: Provided also, that in making or erecting any Bridge, Culvert, or Tunnel over or under the said Railway that may be rendered necessary by the Alteration or Diversion of any existing Reens, Sewers, Ditches, Drains, or Watercourses, or the making of any new Reens, Sewers, Ditches, Drains, or Watercourses or other Works as aforesaid, the same shall be done jointly by the said Railway Company and the said Commissioners of Sewers, or other Bodies or Persons respectively requiring the same; and in case any Dispute shall arise between the said Commissioners or other Bodies or Persons and the said Railway Company touching the Mode of executing the said Works or the Costs thereof, the Matter so in dispute shall be referred to Two Persons, one to be appointed by the said Commissioners or other Bodies or Persons, and the other by the said Company, and to an Umpire to be chosen by the said Referees, and the Decision of the said Referees or their Umpire shall be final, and that the Costs attending the said Reference shall be at the Discretion of the said Referees or Umpire.

Lands taken for Railway subject to Drainage Taxes to remain so subject.

XLI. And be it enacted, That any Lands within the said Levels respectively which may be required to be taken or used by the said Company, and which at the Time of making the said Railway shall be subject to any Level or Drainage Taxes or Level or Drainage Charges authorized to be imposed thereon by any Act of Parliament, or which shall hereafter be assessed or charged for Drainage Purposes in respect thereof, shall remain and be subject to such Level or Drainage Taxes, or Level or Drainage Charges, in the same Manner, but not to any greater Extent, than the same Lands would have been subject to such Level or Drainage Taxes, or Level or Drainage Charges, if this Act had not passed, or if such Lands had not been taken or used by the said Company, and that such Taxes and Charges, and any Penalties that may be incurred for Nonpayment thereof, shall be recoverable by Distress and Sale of any Goods and Chattels belonging to the said Company, but subject also to the

Provisions



Provisions of any Acts of Parliament under which the same shall be assessed.

XLII. And be it enacted, That in carrying the Railway across the River *Lougher* which separates the Counties of *Carmarthen* and *Glamorgan* the Company shall and they are hereby required to make and provide a Swingbridge or Drawbridge for the passing of Vessels, of a Width or Opening of not less than the Width or Opening of the present Swingbridge, across the said River, on the Road from *Lougher* to *Llanelly*, and on the same Side of the River as such present Swingbridge; and the Company shall employ and provide proper and sufficient Persons to open the said Swingbridge, and to allow of the passing of Vessels at all Times, except when required to be kept closed for the Passage of Engines and Carriages over or along the same.

Swingbridge to be made across the River Lougher.

XLIII. And be it enacted, That the said Company shall and they are hereby required, in carrying the said Railway across the River *Tawe* at *Swansea* in the County of *Glamorgan*, to leave a clear Height of not less than Seventy-five Feet from the ordinary High-water Mark of the said River, where the same is crossed by the Railway, to the Crown of the Arch of the Bridge or Viaduct by which the Railway is carried over the said River, subject nevertheless, to any Deviation from the Levels of the Railway, as referred to the common Datum Line of the Section of the Railway deposited as herein-before mentioned, which may be required for that Purpose, being previously consented to by the Owners, Lessees, and Occupiers of the Land in which any such Deviation may be required, or being authorized by the Board of Trade according to the Provisions of the Railway Clauses Consolidation Act, 1845, with reference to Deviations from the Datum Line described on Sections.

Height of Bridge across the River Tawe at Swansea.

XLIV. And be it enacted, That nothing in this or the recited Acts contained shall authorize or empower the Company to take or use any of the several Properties numbered respectively on the Plans of the Railway deposited as aforesaid 2 and 3 in the Parish of *Cadoxton-juxta-Neath*, without the Consent in Writing of *Thomas Dumayne Place* or his Heirs, or other the Lessee or Lessees of the said Properties, for that Purpose first had and obtained.

Nothing herein to empower the Company to take Lands of T. D. Place, Esq. without Consent.

XLV. And be it enacted, That nothing in the said recited Acts or in this Act contained shall be construed or taken to prevent or impede *Nathaniel Cameron* Esquire, of *Dan-y-Graig* in the County of *Glamorgan*, his Heirs, Executors, Administrators, or Assigns, from making and maintaining any Railway or Branch Railway from certain Collieries now belonging to the said *Nathaniel Cameron*, situate in the Parishes of *Lougher* and *Llandilo-tal-y-bont* in the County of *Glamorgan*, to the Railway, or to the Port of *Swansea*, or the Port of *Penyclawdd*, or from making such Railway or Branch Railway along the Side of or parallel to the Railway, or from carrying the same across the Railway on the Level thereof.

Nothing herein to prevent Nathaniel Cameron, Esq. making a certain Railway.

XLVI. And



Tolls.

XLVI. And be it enacted, That it shall be lawful for the Company to demand any Tolls for the Use of the Railway, not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandize.

First,—In respect of the Tonnage of all Articles conveyed thereon, or on any Part thereof, as follows :

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per Ton per Mile* not exceeding One Penny; and if conveyed by Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny :

For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, 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 Merchandize, *per Ton per Mile* not exceeding Three Halfpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny :

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Stones, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* not exceeding Two-pence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding Three Farthings :

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

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

And a further Sum of Two pence *per Mile* for every additional Quarter of a Ton, or fractional Part of a Quarter of a Ton, which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum *per Mile* not exceeding Two-pence :

Tolls for Passengers or Cattle.

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

For any Person conveyed in or upon any such Carriage, *per Mile* not exceeding Two-pence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per Mile* not exceeding One Penny :

For every Horse, Mule, Ass, or other Beast of Draught or Burden, *per Mile* not exceeding Three-pence; and for every Ox, Cow, Bull, or Neat Cattle, *per Mile* not exceeding Two-pence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per Mile* not exceeding One Penny :

For



For every Calf or Pig *per* Mile not exceeding One Penny; and for every Sheep, Lamb, or other small Animal, *per* Mile not exceeding Three Farthings; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

XLVII. And be it enacted, That the Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed One Penny *per* Mile for each Passenger or Animal, or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Tolls for propelling Power.

XLVIII. And be it enacted, That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

Regulations as to the Tolls.

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

For a Fraction of a Mile beyond Six Miles, or beyond any greater Number of Miles, the Company may demand Tolls and Charges as for One 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 all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight :

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

XLIX. And with respect to small Packages and single Articles of great Weight, be it enacted, That, notwithstanding the Rate of Tolls prescribed by this Act the Company may lawfully demand the Toll following; (that is to say,)

Tolls for small Parcels and great Weights.

For the Carriage of small Parcels (that is to say), Parcels not exceeding Five hundred Pounds Weight each, the Company may demand any Sum which they think fit: Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels and 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 Carriage, shall exceed Four Tons, but shall 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, shall exceed Eight Tons, the Company may demand such Sum as they think fit.

[Local.]

51 B

L. And



Passengers  
Luggage.

L. And be it enacted, That every Passenger travelling upon the Railway may take with him at his own Risk his ordinary Luggage, not exceeding One hundred Pounds in Weight for First Class Passengers, Sixty Pounds in Weight for Second Class Passengers, and Forty Pounds in Weight for Third Class Passengers, without any Charge being made for the Carriage thereof.

Maximum  
Rates of  
Charges for  
Passengers ;

LI. And be it enacted, That the maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the said Railway, including the Tolls for the Use of the Railway and of Carriages and for locomotive Power, and every other Expence incidental to such Conveyance, shall not exceed the following Sums :

For every Passenger conveyed in a First Class Carriage, the Sum of Three-pence *per* Mile :

For every Passenger conveyed in a Second Class Carriage, the Sum of Two-pence *per* Mile :

For every Passenger conveyed in a Third Class Carriage, the Sum of One Penny Halfpenny *per* Mile.

for Cattle,  
Goods, &c.

LII. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, be it enacted, That the maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railway and Waggons or Trucks and locomotive Power, and every Expence incidental to such Conveyance (except the loading and unloading of Goods, where such Service is performed by the Company), shall not exceed the following Sums :

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

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

For every Calf or Pig, the Sum of One Penny *per* Mile :

For every Sheep, Lamb, and other small Animal, the Sum of Three Farthings *per* Mile :

For every Carriage, the Sum of Seven-pence *per* Mile :

For Manure, and other Articles herein-before classed therewith, the Sum of One Penny Halfpenny *per* Ton *per* Mile :

For Coals, and other Articles herein-before classed therewith, the Sum of Two-pence *per* Ton *per* Mile :

For Sugar, and other Articles herein-before classed therewith, the Sum of Three-pence *per* Ton *per* Mile :

For Cotton, and other Goods and Articles herein-before classed therewith, the Sum of Four-pence *per* Ton *per* Mile.

Restriction  
as to Charges  
not to apply  
to special  
Trains.

LIII. Provided always, and be it enacted, That the Restriction as to the Charges to be made for Passengers shall not extend to any special Train that may be required to be run upon the said Railway, but shall apply only to the ordinary Trains appointed or to be appointed from Time to Time by the said Company for the Conveyance of Passengers and Goods upon the said Railway.

Company  
may take

LIV. Provided further, and be it enacted, That nothing herein contained shall be held to prevent the said Company from taking any increased



increased Charge over and above the Charges herein-before limited for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance thereof by Passenger Trains, or by reason of any other special Service performed by the said Company in relation thereto. increased Charges by Agreement.

LV. And be it enacted, That it shall be lawful for the Company, by and with the Authority of Three Fifths of the Votes of the Proprietors who may be present, either personally or by Proxy, at some General Meeting of the Company specially convened for the Purpose, to let on Lease the Railway and Branch Railway, and other Works hereby authorized to be made, or any of them, or any Part thereof respectively, to the *Great Western Railway Company*, for such Term or Terms of Years, at such Rent or Rents, and upon such Conditions as may be mutually agreed upon; and it shall be lawful for the said *Great Western Railway Company*, with the Approbation of Three Fifths of the Shareholders in such Company present, personally or by Proxy, at some General Meeting specially convened for the Purpose, to accept and take such Lease. Power to lease the Railway to the Great Western Railway Company.

LVI. And be it enacted, That it shall also be lawful for the Company by this Act incorporated, by and with the Authority of Three Fifths of the Votes of the Proprietors who may be present, either personally or by Proxy, at some General Meeting of the Company specially convened for the Purpose, to sell and transfer the said Railway and Branch Railway, or either of them, or any Part thereof respectively, together with all or any of their Powers, Rights, and Privileges in connexion therewith, and whether before or after the Completion thereof, to the *Great Western Railway Company*, and for the said *Great Western Railway Company*, by and with the like Authority on the Part of their Proprietors, to purchase the said Railway and Branch Railway respectively, or any Share or Interest therein respectively, (but subject to any existing Mortgages, Contracts, Agreements, or Liabilities affecting the same respectively,) and on the Completion of such Purchase, of which Completion a Transfer or Conveyance under the Corporate Seal of the Company shall be sufficient Evidence, the said *Great Western Railway Company* may have and hold the Railway and Branch Railway by this Act authorized to be made, or any Part thereof, or the Share therein which may be purchased by them, and may use, exercise, and enjoy, or participate in the Use, Exercise, and Enjoyment of all or any of the Rights, Powers, and Privileges conferred by this Act on the Company hereby incorporated in relation thereto. Power to sell the Railway to the Great Western Railway Company.

LVII. And be it enacted, That for the Purposes aforesaid it shall be lawful for the said *Great Western Railway Company*, if they see fit, by and with such Authority as aforesaid, to create such an additional Number of Shares in the Undertaking of the said *Great Western Railway*, and to borrow upon Mortgage such Sum of Money as may be necessary for completing such Purchase, or for constructing and Great Western Railway Company may create Shares for effecting Purchase.



and working the Railway or Branch Railway, or either of them, or any Part thereof respectively which may be the Subject of such Purchase, provided the Amount to be raised by such additional Shares shall not exceed the Amount of Capital by this Act authorized to be raised for the Purposes of the Undertaking, and that the Money so to be borrowed in the event aforesaid shall not exceed One Third the Amount of such Capital, and shall not be borrowed until One Half of the said Capital shall have been paid up.

After Purchase, Railway, &c. to be amalgamated.

LVIII. And be it enacted, That from and after such Purchase as aforesaid, if any such shall take place, the Railway or Branch Railway and Works, or such Part thereof respectively as may be so purchased, shall thenceforth be and become amalgamated with and form Part of the Undertaking belonging to or under the Control of the Company making such Purchase; and from thenceforth all the Provisions, Directions, Penalties, Forfeitures, Payments, Exemptions, Remedies, Regulations, Rules, Clauses, Matters, and Things contained in this Act or the said recited Acts in and relating to the Railways and Works hereby authorized to be made, which may so become amalgamated with the *Great Western Railway*, shall, with reference to all such Railways, Works, Matters, and Things as might have been made or done by the Company hereby incorporated, be applied and applicable to the said *Great Western Railway Company*, their Officers, Agents, and Servants, in every respect as if the said *Great Western Railway* had been in every Case in this Act written in lieu and stead of the *South Wales Railway*.

Power to enter into Contracts for such Purposes.

LIX. And be it enacted, That it shall be lawful for the Company hereby incorporated, and for the said *Great Western Railway Company*, or the Directors thereof, to make and enter into such Contracts and Agreements for effecting the Purposes aforesaid, as they the said Companies may respectively deem advisable, and subject to such Terms and Conditions as may be mutually agreed on between them.

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

LX. 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 the Reign 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 regulating 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; be it enacted, That nothing in this Act contained shall be held to exempt the said Railway 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 Company, so far as the same shall be applicable thereto.

LXI. Pro-



LXI. Provided always, and be it enacted, That 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 this Act, or of any general Act relating to Railways, which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act. Railway not exempt from Provisions of any future general Railway Act.

LXII. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such. Public Act.



The SCHEDULE to which the foregoing Act refers.

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SCHEDULE (X.)

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THESE are to witness, That in consideration of the Sum of Pounds paid to *A.B.* of \_\_\_\_\_ by *C.D.*, the Receiver General of the Revenues of the Duchy of Lancaster, on behalf of Her Majesty, he the said *A.B.* doth by these Presents grant, convey, and assure unto the said *C.D.* his Heirs and Assigns, all that \_\_\_\_\_ to have and to hold the same unto the said *C.D.* his Heirs and Assigns, to the Use of Her said Majesty, Her Heirs and Successors, in right of Her said Duchy.

In witness, &c.

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