



ANNO DECIMO SEPTIMO & DECIMO OCTAVO

VICTORIÆ REGINÆ.

Cap. cxciii.

An Act for making a Railway from *Rhymney* to a Point of Junction with the *Newport, Abergavenny, and Hereford* Railway near *Bedllewyn*, with a Branch up the *Bargoed Rumney Valley*, to be called “The *Rhymney* Railway;” and for other Purposes. [24th July 1854.]

WHEREAS a Railway from *Rhymney* in the County of *Glamorgan* to a Point of Junction with the *Newport, Abergavenny, and Hereford* Railway as authorized to be made, near *Bedllewyn*, with a Branch up the *Bargoed Rumney Valley*, would be of great public Advantage, by opening an additional and expeditious Means of Communication between the Town of *Rhymney* and the rich Mineral Districts of the *Rhymney Valley* on the one hand, and the Ports on the North Side of the *Bristol Channel* and other Places on the other hand: And whereas the Persons herein-after named are willing, at their own Expense, to carry the said Undertaking into effect: And whereas the Objects aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the

[Local.] 36 X Lords

The Rhymney Railway Act, 1854.

Lords Spiritual and Temporal, and Commons, in the present Parliament assembled, and by Authority of the same, as follows :

8 & 9 Vict.
cc. 16, 18,
and 20, in-
corporated.

I. That "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," herein-after referred to as the said Consolidation Acts, shall be incorporated with and form Part of this Act.

Interpre-
tation of
Terms.

II. That where in this Act the Words "the Company" occur the same shall mean the Company incorporated by this Act.

Short Title.

III. That in citing this Act in other Acts of Parliament and in legal Instruments it shall be sufficient to use the Expression "The *Rhymney Railway Act, 1854.*"

Subscribers
incorporated.

IV. That *John Boyle, Henry Austin Bruce, John Daniel Thomas, Jonathan Worthington, and John Nixon*, and all other Persons and all Corporations who have already subscribed or shall hereafter subscribe to the Undertaking hereby authorized, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining,—

First, a Railway commencing at *Rhymney* in the Parish of *Gelligaer* in the County of *Glamorgan* at or near to the *Rhymney Iron Works* situate in the Hamlet of *Brithdir* in the said Parish of *Gelligaer*, and terminating by a Junction with the *Newport, Abergavenny, and Hereford Railway* in the Hamlet of *Hengoed* in the Parish of *Gelligaer* in the said County of *Glamorgan*, at or near to *Bedllewyn Farm* in the said Hamlet, Parish, and County :

Second, a Branch Railway commencing by a Junction with the last-mentioned intended Railway at or near to the Village of *Pont Aber Bargoed* in the Hamlet of *Hengoed* in the said Parish of *Gelligaer* and County of *Glamorgan*, and terminating at *Cil Heol* otherwise *Cil Haul*, in the Hamlet of *Ysgwyddgwyn* in the said Parish of *Gelligaer* and County of *Glamorgan* :

And for the Purposes aforesaid such Company shall be and is hereby incorporated by the Name of the "*Rhymney 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 and within the Restrictions herein and in the said Acts contained.

Capital.

V. And whereas the estimated Cost of the Railways is Eighty-five thousand Pounds : Be it enacted, That the Capital of the Company shall be One hundred thousand Pounds, and all and every Part of the Money to be raised shall be applied only in carrying into execution the Objects and Purposes of this Act.

VI. That

The Rhymney Railway Act, 1854.

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

Number and Amount of Shares.

VII. And whereas the Formation of the Railways hereby authorized will be highly beneficial to the Estate of the Most Noble the Marquis of *Bute* situate in the County of *Glamorgan*, which is vested in *Onesiphorus Tyndall Bruce* and *John Boyle* as Trustees thereof: And whereas the Sum which will be payable to the said Trustees as the Consideration Money for so much of the Land so vested in them as will be required for the Purposes of the said Railways has been estimated at the Sum of Five hundred Pounds: And whereas the said Trustees have agreed to subscribe the said Sum of Five hundred Pounds towards the Formation of the said Railway, if authorized by Parliament so to do: Be it enacted, That it shall be lawful for the said *Onesiphorus Tyndall Bruce* and *John Boyle*, or other the Trustees or Trustee for the Time being in whom the said Estate shall be vested, to subscribe towards and become Shareholders in the Undertaking hereby authorized as such Trustees as aforesaid to the Extent of Five hundred Pounds, or such other Sum not exceeding the said Sum of Five hundred Pounds as they shall receive or be entitled to in Payment for so much of the Land so vested in them as aforesaid as may be required for the Purposes of the said Undertaking: Provided always, that such Subscription shall not be made except under an Order of the High Court of Chancery in *England*, to be made upon Petition, which may, without any Suit pending, be presented in a summary Way by or on behalf of the Person for the Time being entitled to the Possession of the said Land or to the Receipt of the Rents and Profits thereof for his or her Life (if he or she shall be of full Age), and by or on behalf of the Guardian or Guardians for the Time being of such Person if a Minor.

Power to the Marquis of Bute's Trustees to subscribe.

VIII. That Two Pounds Ten Shillings shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Fourth Parts of the Amount of a Share shall be the utmost aggregate Amount of Calls which may be made in any One Year upon any Share, and Three Months at the least shall be the Interval between successive Calls.

Calls.

IX. That it shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of Thirty thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of One hundred thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

Power to borrow Money on Mortgage.

X. That all the Moneys to be raised by virtue of this Act either by Shares or by borrowing shall be applied to the Purposes of the Railways

Application of Money.

Railways

The Rhymney Railway Act, 1854.

Railways and Works by this Act authorized, and to no other Purpose whatsoever.

Arrears may be enforced by Appointment of a Receiver.

XI. That it shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver in the event of the Principal or Interest Moneys due on such Mortgages not being duly paid, the aggregate Amount of the Principal Money owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Five thousand Pounds in the whole.

First and other Meetings.

XII. That the First Ordinary Meeting of the Company shall be held within Three Months next after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held half-yearly in the Months of *February* and *August*; and the first of such Ordinary Meetings shall be held in *London*; and all Meetings, whether ordinary or extraordinary, shall be held in *London* or *Cardiff*.

Scale of voting.

XIII. That the Scale according to which the Shareholders may vote in respect of their Shares shall be as follows; (that is to say,)

For every Share up to Five Shares, One Vote :

For more than Five Shares an additional Vote for every Five Shares up to One hundred, and One Vote in addition for every Ten Shares beyond One hundred.

Number and Qualification of Directors.

XIV. That the Number of Directors shall be Ten, and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Undertaking.

Power to vary the Number of Directors.

XV. That it shall be lawful for the Company to reduce the Number of Directors, provided that the reduced Number be not less than Six.

First Directors.

XVI. That *John Boyle* Esquire, *Henry Austin Bruce* Esquire, *Stephen Cave* Esquire, *Thomas Collingdon* Esquire, *Frederic Rowton* Esquire, *James Currie* Esquire, *John Nixon* Esquire, *Charles Turner Simpson* Esquire, *Admiral Sir George Tyler*, and *Jonathan Worthington* Esquire, shall be the First Directors of the Company.

Election of Directors.

XVII. That the Directors appointed by this Act shall continue in Office until the First Ordinary Meeting of the Company to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible

The Rhymney Railway Act, 1854.

eligible as Members of such new Body; and at the First Ordinary Meeting to be held every Calendar Year thereafter, the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead, as in the last-mentioned Act is mentioned.

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

XIX. That the Number of Directors of which Committees appointed by the Directors shall consist shall be not less than Three nor more than Five, and the Quorum of such Committees shall be Three, and when such Committee shall not exceed Three such Quorum shall be Two. Committees of Directors.

XX. That it shall be lawful for the Directors to close the Register of Transfers for a Period not exceeding Seven Days previous to each Special or Extraordinary Meeting, and they may fix a Day for the closing of the same, of which Seven Days Notice shall be given by Advertisement in the Newspapers herein prescribed, and any Transfer made during the Time when the Transfer Books are so closed shall, as between the Company and the Party claiming under the same, but not otherwise, be considered as made subsequently to such Special or Extraordinary Meeting. Closing of Transfer Books.

XXI. That the Newspapers in which Advertisements relating to the Affairs of the Company are to be inserted shall be some Newspaper published in *London*, and some Newspaper published in the County of *Glamorgan*. Newspapers for Advertisements.

XXII. And whereas Plans and Sections of the Railways showing the Line and Levels thereof, 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 the same is intended to pass, have been deposited with the Clerk of the Peace for the County of *Glamorgan*: Be it enacted, That, subject to the Provisions contained in this Act and in the said Consolidation Acts, it shall be lawful for the Company to make and maintain the Railways and Works by this Act authorized in the Line and upon the Lands delineated in the said Plans and described in the said Books of Reference, and upon the Levels defined on the Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose. Railways to be made according to deposited Plans.

[*Local.*]

36 Y

XXIII. That

The Rhymney Railway Act, 1854.

Lines of
Railways.

XXIII. That the Main Line of Railway firstly above described shall pass from, through, or into the following Parishes and extra-parochial or other Places, (that is to say,) *Hengoed, Brithdir, and Gelligaer*, all in the County of *Glamorgan*; and the Railway secondly above described shall pass from, through, or into the following Parishes and extra-parochial or other Places, (that is to say,) *Hengoed, Brithdir, Ysgwyddgwyn, and Gelligaer*, all in the same County.

Lands for
extraordi-
nary Pur-
poses.

XXIV. That the Quantity of Land to be taken by the Company for extraordinary Purposes shall not exceed Ten Acres.

A certain
Road may be
crossed on
the Level.

XXV. That the following public Road, being numbered on the deposited Plans as follows, may be crossed by the Railway on the Level; (that is to say,)

No. on Plan.	Parish.	Description of Road.
24	On the MAIN LINE firstly above described. Hamlet of Hengoed and Parish of Gelligaer - -	Parish Road.

Company to
erect Station
or Lodge
where Road
crosses on
the Level.

XXVI. That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Point where the before-mentioned Road shall be crossed on a Level, and the Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Road on the Level, or with regard to the Speed at which Trains shall pass such Road, as may from Time to Time be made by the Board of Trade; and if the Company shall fail to erect or at all Times to maintain such Station or Lodge, or appoint a proper Person to watch or superintend the Crossing at such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Board of
Trade may
require
Bridges in-
stead of
level Cross-
ings.

XXVII. That the Board of Trade (if it shall appear to them necessary for the Public Safety at any Time either before or after the Railways hereby authorized to be made shall have been completed and opened for public Traffic) may require the Company, within such Time as the Board of Trade shall direct, and at the Expense of the Company, to carry the herein-before mentioned Road either under or over the Railways by means of a Bridge or Arch instead of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade
the

The Rhymney Railway Act, 1854.

the best adapted for removing or diminishing the Danger arising from such level Crossing.

XXVIII. That in carrying the Road numbered as herein-after mentioned on the Plans deposited as aforesaid under the Railway, it shall be lawful for the Company to alter the Inclination of such Road, so that the same, when altered, shall not be steeper than as herein-after mentioned; (that is to say,) Inclination of Road.

On the Main Line.

In the Case of the Parish Road numbered 48 in the Hamlet of *Brithdir* and Parish of *Gelligaer*, not steeper than One in 26 and One in 7 respectively.

XXIX. That all Communications between the Railways hereby authorized and the *Newport, Abergavenny, and Hereford* (Extension to *Taff Vale*) Railway, if and when made, shall be effected and for ever after maintained at the Expense of the Company in a substantial and workmanlike Manner by means of Connexion Rails and Points, of the Construction and laid in the Manner approved of from Time to Time by and to the Satisfaction of the Engineer for the Time being of the said *Newport, Abergavenny, and Hereford* Railway Company. As to Communication with the Newport, Abergavenny and Hereford Railway.

XXX. That nothing in this Act contained shall, except where otherwise specifically enacted, prejudice, diminish, alter, or take away any of the Rights, Powers, or Authorities of or vested in or belonging to the said *Newport, Abergavenny, and Hereford* Railway Company, but all their Rights, Powers, and Authorities under their several Acts of Parliament and otherwise, are, except as aforesaid, hereby expressly saved and reserved as against and with respect to the said Company. Saving Rights of the said Railway Company.

XXXI. That nothing in this Act contained shall authorize the Company to take for the Purposes of this Act any Part of the Plantation in the Hamlet of *Hengoed*, numbered 108 A upon the Plans deposited as aforesaid, without the Consent in Writing of the Trustees of the *Gelligaer* Charity under the Hand of the Clerk for the Time being of the said Trustees, nor shall it be lawful for the Company, without the like Consent, to deviate the Course of their Railway through the Lands numbered 107, 109, and 110, in the same Hamlet, so as to bring the same nearer to the School House belonging to the said Trustees than the centre Line of Railway as laid down through the said Lands on the said deposited Plans. For Protection of Gelligaer Charity Lands.

XXXII. 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 the Periods following; namely, Two Years from Time for compulsory Purchases limited.

The Rhymney Railway Act, 1854.

from the passing of this Act for the Railway firstly above described; Three Years from the passing of this Act for the Railway secondly above described, and Three Years from the passing of this Act for the Construction of Sidings and other Works of Accommodation thereon respectively.

Period for
Completion
of Works.

XXXIII. That, subject to the Provisions herein contained, the Railway firstly above described shall be completed within Three Years from the passing of this Act, and the Railway secondly above described shall be completed within Four Years from the passing of this Act, and on the Expiration of such respective Periods the Powers by this or the said Consolidation Acts granted to the Company for executing the Railways or otherwise in relation thereto shall cease to be exercised, except as to so much of the Railways as shall then be completed.

As to trans-
ferring
Money de-
posited under
Standing
Orders.

XXXIV. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Six thousand three hundred and seventy-five Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railways authorized by this Act, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Sum of Six thousand three hundred and seventy-five Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the said Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railways hereby authorized to be made, either open the said Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the said Company shall either have opened the said Railways for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof,

The Rhymney Railway Act, 1854.

thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*; provided that at any Time after the passing of this Act if a Bond in twice the Amount of the said Sum of Six thousand three hundred and seventy-five Pounds shall have been executed by the said Company with One or more Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Six thousand three hundred and seventy-five Pounds, if the said Company shall not, within the Time limited for the Completion of the said Railways, either open the said Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money and the Interest or Dividends thereof shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Moneys to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividends thereof would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

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

1. In respect of the Tonnage of all Articles conveyed upon the Railways or any Part thereof, as follows:
 - A. For all Dung, Compost, and all Sorts of Manure, Lime, and Limestone, and all undressed Materials for the Repair of public Roads or Highways, Coals, Coke, Culm, Charcoal, and Cinders,

[<i>Local.</i>]	36 Z	Bricks,
-------------------	------	---------

Tolls

on Articles
of Merchandise.

The Rhymney Railway Act, 1854.

Bricks, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rolled Iron, Rod Iron, Hoop Iron, Iron used in and for the Permanent Way of Railways, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per Ton per Mile* not exceeding Five Eighths of a Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Eighth of a Penny:

B. For all Stones for building, pitching, and paving, and all Tiles and Slates, *per Ton per Mile* One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny:

C. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, Chains, Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny:

For every Horse or Cattle Van not belonging to the Company, not exceeding Twopence *per Mile*: And,

For every other 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, Sixpence *per Mile*; and if carried or conveyed on a Truck or Platform, an additional Sum *per Mile* not exceeding Twopence:

And the Sum of Twopence *per Mile* for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh.

for Passengers and Animals.

2. In respect of Passengers and Animals conveyed in Carriages upon the Railways, as follows:

For any Person conveyed in or upon a First-class Carriage Twopence *per Mile*, in a Second-class Carriage One Penny Halfpenny *per Mile*, and in a Third-class Carriage One Penny *per Mile*:

For every Horse, Mule, Ass, or other Beast of Draught or Burden any Sum not exceeding Threepence *per Mile*; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per Mile* not exceeding One Penny Halfpenny:

For an Ox, Cow, Bull, or Neat Cattle, *per Mile* not exceeding Threepence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per Mile* not exceeding One Penny:

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

XXXVI. That

The Rhymney Railway Act, 1854.

XXXVI. That the Tolls which the Company may demand and receive for the Use of Engines for propelling Carriages on the Railways shall not exceed Three Eighths of a Penny *per* Mile for each Passenger or Animal or for each Ton of Goods or other Articles by the Ordinary Trains, in addition to the several other Tolls or Sums by this Act authorized to be taken: Provided always, that nothing herein-before contained shall extend to any Case in which any Special Train may be required and be allowed by the Company, but every Charge for Tolls shall apply to Express and Ordinary Trains.

for propelling Power.

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

Regulations as to Tolls.

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

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

For a Fraction of a Ton the Company may demand 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.

XXXVIII. 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 *per* Mile the Tolls following; (that is to say,)

Tolls for small Parcels and Articles of great Weight.

For the Carriage of small Parcels (that is to say, Parcels not exceeding Five hundred Pounds Weight each) on the Railway, or any Part thereof, as follows:

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

For any Parcel not exceeding Fourteen Pounds in Weight, Eightpence:

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

For any Parcel not exceeding Fifty-six Pounds in Weight, Two Shillings:

For

The Rhymney Railway Act, 1854.

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

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

For any Parcel exceeding Two hundred and twenty-four Pounds but not exceeding Five hundred Pounds in Weight, any Sum the Company think fit :

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

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which 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 shall exceed Eight Tons, the Company may demand such Sum as they think fit.

Passengers
Luggage.

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

Maximum
Charges.

XL. That, notwithstanding anything herein-before contained, the maximum Charges to be made by the Company in respect of all the Tolls and Charges for the Use of the Railways and Carriages and for the Locomotive Power on the Railways shall in no Case exceed the Sums following; (that is to say,)

In respect of the Tonnage of Articles conveyed upon the Railway or any Part thereof, as follows :

For all Matters herein-before mentioned under the Letter A, *per Ton per Mile* One Penny and One Eighth of a Penny :

For all Matters mentioned under the Letter B, *per Ton per Mile* One Penny and Seven Eighths of a Penny :

For all Matters mentioned under the Letter C, *per Ton per Mile* Twopence and Seven Eighths of a Penny :

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

For every Person conveyed in or by any Express or Ordinary Train in a First-class Carriage, Threepence *per Mile* :

In

The Rhymney Railway Act, 1854.

In a Second-Class Carriage, One Penny Halfpenny *per* Mile :

In a Third-Class Carriage, One Penny *per* Mile :

For every Horse, Mule, Ass, or other Beast of Draught or Burthen, Twopence *per* Mile, but if conveyed in a Van or Carriage not belonging to the Company, the Sum of One Penny *per* Mile :

For every Ox, Cow, Bull, or Neat Cattle, Twopence *per* Mile :

For every Calf or Pig, Sheep, Lamb, or other small Animal, One Penny *per* Mile.

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

Restriction as to Charges not to apply to Special Trains.

XLII. That it shall be lawful for the said Company to demand and take, in addition to the Tolls, Rates, and Charges which they are by this Act or hereafter may be authorized to take and demand, a reasonable Sum for the loading, unloading, and covering, and for the Delivery and Collection of Goods and other Services incidental to the Business of a Carrier, where such Services respectively shall be performed by the Company, and a further reasonable Sum for Warehousing and Wharfage, and for any other extraordinary Services which may be reasonably and properly performed by the said Company in relation to such Goods.

As to Charge for loading.

XLIII. That nothing herein contained shall be held to prevent the Company from taking any increased Charges 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 of such Goods, except small Parcels, by Passenger Trains, or by reason of any other special Service performed by the Company in relation to such Goods.

Company may take increased Charges by Agreement.

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

Interest not to be paid on Calls paid up.

[*Local.*]

37 A

XLV. That

The Rhymney Railway Act, 1854.

Deposit for
future Bills
not to be
paid out of
the Com-
pany's
Capital.

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

Railways to
be subject to
Provisions of
1 & 2 Vict.
c. 98.,
3 & 4 Vict.
c. 97.,
5 & 6 Vict.
c. 55.,
7 & 8 Vict.
c. 85.,
9 & 10 Vict.
cc. 57. 105.,
11 & 12 Vict.
c. 3., and
14 & 15 Vict.
c. 64.

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

Railways not
exempt from
Provisions of
any future
General Acts.

XLVII. That nothing herein contained shall be deemed or construed to exempt the Railways 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, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force, or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration under the Authority of Parliament of the maximum Rates of Fares and Charges authorized by this Act, and of the Rates for small Parcels.

For Protec-
tion of
Rhymney
Iron Works.

XLVIII. That nothing in this Act contained shall authorize the Company to construct so much of their Main Line of Railway described upon the Plans deposited as herein-before mentioned as lies
to

The Rhymney Railway Act, 1854.

to the North of the Point marked upon the said Plans of the said Main Line Eleven Miles One Furlong, without the Consent in Writing of the *Rhymney* Iron Company, under the Hand of the Secretary for the Time being of the said Company, first had and obtained; nor shall anything in this Act contained authorize the Company to take for the Purposes of the Railway or of any of the Works connected therewith, without the like Consent, any Portion of the Properties in the Hamlet of *Brithdir* in the said Parish of *Gelligaer*, numbered 155, 156, and 157, on the said Plans; and it shall be lawful for the Company, with such Consent as aforesaid, to take for the Purposes of their Railway such Portion of the Land of the *Rhymney* Iron Company situate in the Parish of *Bedwelty* in the County of *Monmouth* as shall be specified in such Consent, and to construct their Railway thereon.

XLIX. That all the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, or preparatory or incident thereto, shall be paid by the Company. Expenses of Act.

LONDON:

Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1854.

