



ANNO DECIMO OCTAVO & DECIMO NONO

VICTORIÆ REGINÆ.

Cap. xcvi.

An Act to consolidate and amend the Acts relating to the *South Wales* Railway Company, and to authorize the Construction of new Works, and Alterations of existing Works, and for other Purposes. [26th June 1855.]

WHEREAS the following Acts have been passed, incorporating and giving Powers to the *South Wales* Railway Company; (that is to say,) First, "The *South Wales* Railway Act, 1845;" Second, "The *South Wales* Railway (Amendment) Act, 1846;" Third, "The *South Wales* Railway Amendment Act, 1847;" Fourth, "The *South Wales* Railway Extension of Time Act, 1850;" Fifth, "The *South Wales* Railway (Capital Act) 1850;" Sixth, "The *South Wales* Railway Capital Act, 1851;" Seventh, "The *South Wales* Railway New Works Act, 1851;" Eighth, "The *South Wales* Railway Act, 1852;" Ninth, "The *South Wales* Railway, *Pembroke* Line, &c., Act, 1853;" Tenth, "The *South Wales* Railway (Deviation) Act, 1853;" Eleventh, "The *South Wales* Railway Leasing Act, 1853;" and Twelfth, "The *South Wales* Railway Act, 1854:" And whereas by "The *Gloucester and Dean Forest* Railway Act, 1846," the *South Wales* Railway Company were authorized

[Local.] 15 Z rized

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rized to subscribe towards and become Shareholders in the Undertaking thereby authorized to the Extent of One hundred thousand Pounds, and by the same Act and also by "The *Gloucester and Dean Forest* Railway Dock Act, 1847," were authorized to purchase or take on Lease the whole or any Part of the Works thereby respectively authorized, and to raise the Money required for any such Subscription or Purchase by the Creation of new Shares in their Undertaking or by borrowing: And whereas under the Powers of the last-mentioned Act the *South Wales* Railway Company have purchased the Part of the said *Gloucester and Dean Forest* Railway lying between *Grange Court* and *Hagloe* in the County of *Gloucester*, and have constructed the same, and such Portion of Railway is now vested in them and forms Part of their Undertaking, and they have created Capital for the Purpose: And whereas the *South Wales* Railway Company have constructed and opened for public Traffic the following Railways and Branches; (that is to say,) the Main Line of the *South Wales* Railway in continuation of the said Railway between *Grange Court* and *Hagloe*, and leading thence by the Towns of *Chepstow*, *Newport*, *Cardiff*, *Neath*, *Swansea*, and *Carmarthen* to *Haverfordwest*; the Branch from the said Main Line near *Newnham* in the County of *Gloucester* into the Forest of *Dean*; a Junction Railway between the said Main Line and the *Monmouthshire* Railway near *Newport* in the County of *Monmouth*; a Junction Railway between the said Main Line and the *Taff Vale* Railway at *Cardiff*; the Railway in the Parish of *Tythgestone* in the County of *Glamorgan* connecting the *Llynvi Valley* Railway with the said Main Line; and a Branch from the said Main Line near *Swansea* to *Swansea*, and to the Coal Staiths of the *South Wales* Railway Company on the Float at *Swansea*: And whereas the said Company have also Powers to construct the following Railways and Branches, some of which are now in course of Construction; (that is to say,) a Railway in continuation of the hereinbefore mentioned Main Line from *Haverfordwest* to *Neyland Point*, at *Milford Haven*, authorized by "The *South Wales* Railway Act, 1852;" a Railway or Railways leading from the completed Main Line in the Parish of *Langan* in the County of *Carmarthen* to *Pater* otherwise *Pembroke* Dock, and also to *Pennar Mouth* in *Milford Haven*, authorized by "The *South Wales* Railway Act, 1845," and "The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853;" and a Branch from the Main Line near the *Briton Ferry* Station thereon to near the Mouth of the *Baglan Brook* or *Pill* in the County of *Glamorgan*, authorized by "The *South Wales* Railway New Works Act, 1851:" And whereas under the Powers of "The *South Wales* Railway Amendment Act, 1847," the *South Wales* Railway Company acquired certain Railways or Tramways in the Forest of *Dean* theretofore known as the *Bullo Pill* or *Forest of Dean* Railway, and forming the Undertaking of the *Forest of Dean* Railway Company, and have

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have also acquired all the Rights, Powers, and Privileges of the *Forest of Dean* Railway Company in reference to the said Railways or Tramways, so far as the same were not altered by the said Act, and have also altered and adapted to the Purposes of the *Forest of Dean* Branch of their Railway Parts of the said Railways, and the said Railways or Tramways now form Part of the Undertaking of the *South Wales* Railway Company: And whereas by “*The Vale of Neath* Railway Amendment Act, 1848,” “*The Waterford, Wexford, Wicklow, and Dublin* Railway Amendment Act, 1848,” and “*The South Wales* Railway Capital Act, 1851,” certain Subscriptions and Payments of Money from the *South Wales* Railway Company to the *Vale of Neath* Railway Company, the *Waterford, Wexford, Wicklow, and Dublin* Railway Company (now the *Dublin and Wicklow* Railway Company), the *Cork and Waterford* Railway Company, the *Tenby and Saundersfoot and South Wales* Railway Company, and the *Llynvi Valley* Railway Company, were authorized or confirmed, amounting in the aggregate to Four hundred and ninety-four thousand five hundred and eighty Pounds, and the *South Wales* Railway Company were authorized to create Shares in their Undertaking, for the Purposes of such Subscriptions and Payments, or some of them, to the Amount of Three hundred and seventy-seven thousand seven hundred and eighty Pounds, and became entitled to hold Shares in the *Vale of Neath* Railway Company, the *Waterford, Wexford, Wicklow, and Dublin* Railway Company, and the *Cork and Youghal* (formerly called the *Cork and Waterford*) Railway Company respectively, and to have and exercise certain Rights of voting at Meetings, and of appointing Directors of the *Vale of Neath* Railway Company, and of the *Waterford, Wexford, Wicklow, and Dublin* Railway Company: And whereas by “*The Swansea Valley* Railway Act, 1847,” the *South Wales* Railway Company were empowered to purchase the Undertaking thereby authorized, and to create Shares in their own Undertaking for that Purpose: And whereas, in addition to Four thousand five hundred Pounds to be repaid by the *Llynvi Valley* Railway Company, the Corporate Funds of the *South Wales* Railway Company have been applied to the Extent of One hundred and seventy thousand two hundred and thirty Pounds to the Purposes of such Subscriptions and Payments as aforesaid; (that is to say,) to the *Vale of Neath* Railway Company One hundred and twenty-seven thousand seven hundred and eighty Pounds, to the *Llynvi Valley* Railway Company One thousand eight hundred Pounds, to the *Tenby and Saundersfoot* Railway Company One thousand and fifty Pounds, to the *Dublin and Wicklow* Railway Company Thirty-three thousand six hundred Pounds, and to the *Cork and Youghal* Railway Company Six thousand Pounds, and Nine thousand two hundred Pounds in respect to the Undertaking of the said *Swansea Valley* Railway; but no more than One hundred and twenty-seven thousand seven hundred and

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and eighty Pounds of Capital has been created by the *South Wales Railway Company* under the Powers of the said Acts; and it is expedient that the Residue of the said Sums of One hundred and seventy thousand two hundred and thirty Pounds and Nine thousand two hundred Pounds, amounting to Fifty-one thousand six hundred and fifty Pounds, should form Part of the Capital of the said Company: And whereas by the Twelve first-recited Acts relating to the *South Wales Railway Company* (except “*The South Wales Railway, Capital, Act, 1851,*”) the said Company are authorized to create Share Capital to the Amount of Three million three hundred and sixty-two thousand Pounds, which Sum, in addition to the Sum of One hundred and seventy thousand two hundred and thirty Pounds authorized to be raised for the Purposes of such Subscriptions and Payments as aforesaid, and to the Sum of One hundred and fifty thousand Pounds created for the Purchase and Construction of the before-mentioned Portion of the *Gloucester and Dean Forest Railway*, makes an aggregate Share Capital of Three million six hundred and eighty-two thousand two hundred and thirty Pounds, and of the said Sum of Three million three hundred and sixty-two thousand Pounds Eight hundred and forty-six thousand five hundred and twenty-five Pounds are authorized to be raised by means of Preference Shares, and they have created Ordinary Share Capital to the Amount of Two million four hundred and twenty-two thousand six hundred Pounds, and Preference Share Capital to the Amount of Eight hundred and forty-six thousand five hundred and twenty Pounds: And whereas under the Twelve first-recited Acts relating to the *South Wales Railway Company* (except “*The South Wales Railway, Capital, Act, 1851,*”) the said Company are authorized to borrow on Mortgage of their Undertaking to the Extent of One million and sixty-one thousand six hundred and sixty Pounds, and their Mortgage Debts amounted on the First Day of *March* One thousand eight hundred and fifty-five to Nine hundred and ninety-nine thousand nine hundred and eight Pounds, or thereabouts: And whereas the said Company have Power to create certain Preference Stocks, to be called *South Wales Railway Debenture Shares, South Wales Railway Debenture Stock, and South Wales Railway Debenture Annuities*, for the Purpose of capitalizing all or any Portion of their Mortgage Debt, or raising Money in lieu of borrowing upon Mortgage: And whereas various Acts have been passed relating to the above-mentioned and other Companies, including the Acts Ninth and Tenth of *Victoria*, Chapter Three hundred and forty-one, Tenth and Eleventh of *Victoria*, Chapter Seventy-four, and Eleventh and Twelfth of *Victoria*, Chapter Twenty-seven, relating to the *Vale of Neath Railway*; Ninth and Tenth of *Victoria*, Chapter Three hundred and fifty-three, and Tenth and Eleventh of *Victoria*, Chapter Seventy-nine, relating to the *Llynvi Valley Railway*; Eleventh and Twelfth of *Victoria*, Chapter Twenty-nine, relating to the *Waterford, Wexford,*

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Wexford, Wicklow, and Dublin Railway; the Fourteenth and Fifteenth of *Victoria*, Chapter Forty-nine, relating to the *Briton Ferry* Railway and Dock; the Sixteenth and Seventeenth of *Victoria*, Chapter One hundred and seventy-three, relating to the *Milford Haven* Docks; the Sixteenth and Seventeenth of *Victoria*, Chapter One hundred and ninety-seven, relating to the *South Wales* Mineral Railway; the Seventeenth and Eighteenth of *Victoria*, Chapter Two hundred and eighteen, relating to the *Carmarthen and Cardigan* Railway; the Seventeenth and Eighteenth of *Victoria*, Chapter One hundred and eighty-five, relating to the *Newport* Dock; and the Seventeenth and Eighteenth of *Victoria*, Chapter One hundred and fifty, relating to the *Vale of Towy* Railway; whereby various Provisions were enacted conferring Powers upon or otherwise relating to the *South Wales* Railway Company, which Provisions or some of them are set forth in the Schedule (C.) to this Act: And whereas by "The *South Wales* Railway Act, 1845," the *Great Western* Railway Company were authorized to subscribe towards the Construction of the Works by that Act authorized to be constructed, and by the same Act and by "The *South Wales* Railway Amendment Act, 1847," were also authorized to purchase and amalgamate with or to take on Lease the Undertaking of the *South Wales* Railway Company; and by "The *Great Western* Railway Act, 1851," a certain Agreement for a Lease of the Undertaking of the *South Wales* Railway Company to the *Great Western* Railway Company, and any Lease to be made in pursuance thereof, were confirmed: And whereas by "The *South Wales* Railway Act, 1854," the Powers conferred by "The *South Wales* Railway Act, 1845," with reference to the Purchase or taking on Lease of the *South Wales* Railway by the *Great Western* Railway Company were extended to the whole Undertaking of the *South Wales* Railway Company, and the *Great Western* Railway Company were also authorized to take and hold additional Shares in the *South Wales* Railway Company: And whereas the Construction of the following new Railways and Works in connexion with the *South Wales* Railway, and of the following Alterations or Deviations in their Lines of Railway already authorized by Parliament, would be of public Advantage; (that is to say,)

First, a Railway from the Main Line of the *South Wales* Railway near *Cardiff* to the Sea Basin of the new Docks now being constructed at *Cardiff*:

Second, an Alteration or Deviation of the Line and Levels of the Main Line of the *South Wales* Railway, in the Parish of *Llansamlet* in the County of *Glamorgan*, where the said Main Line crosses the *Swansea Vale* Railway on the Level:

Third, an Alteration or Deviation of the Line and Levels of the Railway or Tramway known as the *Swansea Vale* Railway at the same Point of crossing:

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Fourth,

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Fourth, a Road from near the Cemetery at *Cardiff* and the Point where the *Long Dyke* Road joins the Road which leads from *Newtown* to the said Cemetery to and into the said *Long Dyke* Road :

And it is also expedient, for the Purpose of additional Stations and other Conveniences connected with their Railway, that the Company should be empowered to purchase certain Lands adjoining or near to their Railway, and situate respectively in the Parish of *Llangefelach* near the Village of *Landore* and in the Parishes of *Neath*, *Lantwit-juxta-Neath*, and *Briton Ferry*, between the *Neath* and the *Briton Ferry* Stations, and in the Parishes of *Saint Mary Cardiff* and *Roath*, all in the County of *Glamorgan*, and also certain other Lands situate in the Parish of *Saint Woollos Newport* in the County of *Monmouth* : And whereas it is expedient that the said Company should be authorized to stop up the Road numbered 7 in the said Parish of *Saint Mary Cardiff* on the Plans of the Railway referred to in “ *The South Wales Railway Act, 1845* : ” And whereas the *South Wales Railway Company* are willing, if authorized by Parliament, to undertake the Works aforesaid : And whereas it is expedient to authorize the *South Wales Railway Company* and the *Swansea Vale Railway Company* to enter into Arrangements with respect to the Management, Use, and Working of the *Swansea Vale Railway* by the *South Wales Railway Company* : And whereas it is expedient that the Powers of Purchase and Lease conferred upon the *Great Western Railway Company* by the recited Acts relating to the *South Wales Railway* should be extended to the Railways and Works by this Act authorized to be made, and that Powers should also be given to the said Company with respect to the Payment or guaranteeing Payment of Dividends or Interest upon the Money to be raised for the Purposes of this Act : And whereas it is expedient to amend several of the Provisions of the recited Acts relating to the *South Wales Railway Company*, and that the same should be consolidated into One Act : 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 Lords Spiritual and Temporal, and of the Commons, in this present Parliament assembled, and by the Authority of the same, as follows :

Short Title. I. This Act may for any Purpose be cited as “ *The South Wales Railway Consolidation Act, 1855*.”

Twelve first-recited Acts repealed. II. Subject to the Provisions of this Act the Twelve first-recited Acts relating to the *South Wales Railway* are hereby repealed, but notwithstanding such Repeal they may be cited for any Purpose by their respective Short Titles.

III. The

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III. The several Sections and Provisions of the Acts hereby repealed, set forth in the Schedules A. and B. to this Act, shall, notwithstanding the Repeal of such Acts, continue in full force so far as the same were in force and capable of being exercised or acted upon immediately before the passing of this Act, and such Sections and Provisions shall respectively have the same Interpretation and Operation as they would have had if the said Acts had not been repealed, and shall be binding upon the Company and all Persons bound thereby or liable thereunder to the same Extent as if this Act had not been passed; and all Acts, Agreements, Matters, and Things made or done thereunder, or by virtue or in pursuance thereof, or which may have been confirmed or sanctioned thereby, shall be unaffected by the passing of this Act, and shall be binding upon the Company and all other Persons bound thereby or liable thereunder to the same Extent as if this Act had not been passed.

Certain Sections of Acts hereby repealed and set forth in Schedules A. and B. continued.

IV. Notwithstanding the Repeal of the Acts hereby repealed, the Company shall, for the Purposes of this Act, and as from the passing of "The *South Wales* Railway Act, 1845," remain incorporated by the Name of The *South Wales* Railway Company, with Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes of their Undertaking, and with all the other Incidents of an incorporated Company.

Company to continue incorporated.

V. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," are hereby incorporated with this Act; and in construing the said Acts for the Purposes of this Act, and in construing this Act, the following Words and Expressions shall have the Meanings hereby assigned them, unless there be something in the Subject or Context repugnant to such Construction; (that is to say,)

8 & 9 Vict. cc. 16., 18., & 20. incorporated. Interpretation of Terms herein-after mentioned.

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

The Expressions "the Company" or "the Promoters of the Undertaking" shall mean the *South Wales* Railway Company:

The Expressions "the Undertaking" or "the Works" or "the Railway" shall mean the Undertaking or Works by this Act vested in or authorized to be made by the Company:

And the Expression "the Lands," when it occurs in "The Railways Clauses Consolidation Act, 1845," shall mean the Lands which by this Act are vested in the Company or authorized to be purchased by them for the Purposes of their Undertaking.

VI. The Company shall continue seised and possessed of and entitled to all the Railways, Tramways, Undertakings, Buildings, and Works of every Description, and Shares of and Interests in all

Company to continue seised and possessed of their Under-

Railways,

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taking, Es-
tate, and
Effects.

Railways, Tramways, Undertakings, Buildings, and Works of every Description, and all the Lands, Tenements, Hereditaments, Estate, and Effects, Real and Personal, whereof they were seised or possessed or whereto they were entitled immediately before the passing of this Act, as fully and effectually to all Intents and Purposes as if the said Acts had not been hereby repealed.

Convey-
ances, &c.
to remain
in force.

VII. All Purchases, Sales, Conveyances, Assignments, Leases, Mortgages, Bonds, Contracts, Agreements, Securities, and other Acts and Things made, done, entered into, executed, or instituted under or by virtue or in consequence of any of the Acts hereby repealed, or with reference to any of the Purposes thereof, shall, notwithstanding the Repeal of the said Acts, be as good, valid, and effectual, to all Intents and Purposes, as they would have been if the said Acts had not been repealed, and may be proceeded on and enforced accordingly.

Continuance
of Liabilities
of Company
notwith-
standing
Repeal of
recited Acts.

VIII. Notwithstanding the Repeal of the recited Acts, and except only as is by this Act otherwise expressly provided, everything before the passing of this Act done and suffered under or confirmed by any of the repealed Acts shall be as valid as if such Acts were not repealed; and the Repeal thereof and this Act respectively shall accordingly be subject and without Prejudice to everything so done or suffered, and to all Rights, Liabilities, Claims, and Demands, both present and future, which, if the said Acts were not repealed and this Act were not passed, would be incident to or consequent on any and every thing so done or suffered; and the Company continued by this Act shall be liable in respect to all such Rights, Liabilities, Claims, and Demands in the same Manner and to the same Extent as the Company would have been liable in respect of such Rights, Liabilities, Claims, and Demands in case this Act had not passed: Provided always, that the Generality of the Provisions in this Enactment shall not be confined or restricted by any special Provision in this Act.

Actions, &c.
not to abate.

IX. No Action, Suit, Prosecution, or other Proceeding commenced either by or against the Company before the passing of this Act shall abate or be discontinued or prejudicially affected by this Act, but on the contrary shall continue and take effect, whether in favour of or against the Company, in like Manner in all respects as the same would have continued and taken effect if this Act had not been passed; and all Offences against the Provisions of the Acts hereby repealed or any of them committed before the passing of this Act may be prosecuted, and all Penalties incurred by reason of such Offences may be sued for, in like Manner in all respects as if this Act had not been passed.

X. All

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X. All Persons who immediately before the passing of this Act owed any Sum of Money to the Company, or to any Person on their Behalf, shall pay the same, with all the Interest (if any) due and payable or accruing for the same, to the Company, and all Moneys which immediately before the passing of this Act were due or owing by or recoverable from the Company, or for the Payment and Satisfaction of which the Company were or but for this Act would be liable, shall, with all Interest (if any) due or to accrue thereon, be paid by or be recoverable from or be satisfied by the Company.

Debts due
to and by the
Company to
be paid to
and by them.

XI. The several Persons and Corporations who immediately before the passing of this Act were Shareholders of the Company, and their respective Executors, Administrators, and Assigns, shall pay to the Company the Amount of their respective Shares, or so much thereof as has not been paid prior to the passing of this Act, with all Interest (if any) due or to accrue due thereon, and shall so pay the same when and as the same is called up or otherwise demanded by the Company, according to the Provisions of the recited Acts or this Act.

Shareholders
to pay Calls.

XII. In every Case in which, under the Provisions of any of the Acts hereby repealed, any Money was before the passing of this Act paid by the Company into the Bank of *England*, or to any Trustees or Trustee as Purchase or Compensation Money, or on any other Account, such Money, or the Stocks, Funds, or Securities in or upon which the same is or shall be invested by the Order of the Court of Chancery or otherwise, and the Interest, Dividends, and annual Produce thereof, shall, after the passing of this Act, be applied and disposed of pursuant to the Act under which the said Money was so paid, and the Obligations of the Company under such Act with respect to such Monies, Stocks, Funds, and Securities shall be observed and performed by the Company.

As to Mo-
nies paid
into the
Bank of
England.

XIII. Every Officer and Servant appointed by virtue of or acting under the Authority of the repealed Acts or any of them shall hold and enjoy his Office and Employment, with the Salary thereunto annexed, and be deemed an Officer or Servant of the Company, until he be removed from such Office or Employment, and he shall have the like Power and Authority for the Purposes of this Act, and be subject to the like Power of Removal, Rules, Regulations, Pains, and Penalties, in all respects whatsoever, as if he were appointed under this Act.

Officers to
continue.

XIV. All Books, Plans, Sections, Certificates, Writings, and Documents by any of the repealed Acts directed or authorized to be kept or made Evidence, and which if this Act had not been passed would

Books to be
Evidence.

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be receivable in Evidence, shall be admitted in Evidence in all Courts of Law and Equity and elsewhere accordingly.

Byelaws,
&c. to re-
main in force.

XV. All Byelaws, Resolutions, Orders, Notices, and Proceedings of the Company and the Directors thereof, made and taken before the passing of this Act, shall, until altered by the Company under the Provisions of this Act, continue of full force and effect as if this Act had not been passed, and such Byelaws may be enforced and all Penalties thereunder may be recovered accordingly.

Original
Capital.

XVI. Upon the passing of this Act the Capital of the Company shall be Three millions six hundred and eighty thousand Pounds, exclusive of the Capital which they are by any Act not hereby repealed authorized to raise by the Creation of Shares which they have not created; and such Capital shall consist of the Shares created by them prior to the passing of this Act; that is to say, Forty-nine thousand and seventy Shares of Fifty Pounds each, bearing Ordinary Dividends; Twenty-six thousand three hundred and twenty-six Shares of Twenty Pounds each, bearing Preference Dividends in priority of all other Shares in the Company, and Sixteen thousand Shares of Twenty Pounds each, bearing Preference Dividends next after the Twenty-six thousand three hundred and twenty-six Shares (all of which Preference Shares shall be called "Guaranteed Twenty Pound Shares"); and also of the Sum of Three hundred and seventy-nine thousand nine hundred and eighty Pounds, for which it shall be lawful for the Company, in manner herein-after provided, to create new Shares or Stock.

Power to
borrow
Money on
Mortgage.

XVII. It shall be lawful for the Company to borrow on Mortgage or Bond such Sums of Money as may from Time to Time be authorized to be borrowed by an Order of any General or Special General Meeting of the Company, not exceeding in the whole the Sum of One million two hundred and twenty-six thousand six hundred Pounds, including the Amount already borrowed by them.

Former
Mortgages to
have Priority.

XVIII. All Mortgages or Bonds granted under the Authority of the recited Acts, and which shall be in force at the Time of the passing of this Act, shall during the Continuance thereof have Priority over any Mortgages or Bonds created by virtue of this Act; and the several Mortgagees and Holders of such Bonds shall have the same Priorities amongst themselves in respect of their Mortgages or Bonds as they would have had if this Act had not been passed.

Mortgages to
be payable
at the prin-
cipal Office
of the Com-
pany.

XIX. The Principal Moneys which shall become payable in respect of any Mortgage or Bond granted by the Company shall, unless otherwise expressed in such Mortgage or Bond, be deemed to be payable at the principal Office of the Company.

XX. Whereas

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XX. Whereas by “The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853,” the Company were authorized to create certain Preference Shares or Stock, to be called respectively “*South Wales* Railway Debenture Shares” or “*South Wales* Railway Debenture Stock,” for the Purpose of raising the Money they were then authorized to borrow on Mortgage of their Undertaking under the Acts therein recited, in lieu of so borrowing the same, or to pay off existing Mortgages, and such Powers applied to Sums amounting in the aggregate to One million and twenty-one thousand six hundred and fifty-nine Pounds, and such Powers have not hitherto been exercised: Be it enacted, That it shall be lawful for the Company, if they think fit, from Time to Time to create new Shares or Stock of the Company for the Purpose of raising the Amount which by this Act is authorized to be borrowed, but which has not yet been borrowed, or any Part thereof, or for the Purpose of paying off any Money which they may from Time to Time have borrowed, not exceeding in the whole the Sum of One million two hundred and twenty-six thousand Pounds, which new Shares or Stock shall be called “*South Wales* Railway Debenture Shares” or “*South Wales* Railway Debenture Stock;” and it shall be lawful for the Company, if they think fit, with the Consent of Three Fifths at least of the Votes of the Proprietors present, personally or by Proxy, at a Meeting of the Company specially convened for the Purpose, to guarantee any Rate of Interest or Dividend upon all or any of the said Shares, or, as the Case may be, upon the Stock or any Part thereof which may be so created as aforesaid (not exceeding Five Pounds *per Centum per Annum*), to be paid in preference to and before any other Dividend upon or in respect of any other Class of Shares or Stock in the Company, whether created under the Provisions of the recited Acts relating to the Company or this Act; and all and every Part of the Money to be received by the Company in respect of any Shares or Stock which shall be created for paying off any borrowed Money shall be applied in satisfying the Mortgage Debt of the Company authorized by this Act, and to no other Purpose whatsoever; and all and every Part of the Money to be received by the Company in respect of any Shares or Stock which shall be created for raising Money in lieu of borrowing shall be applied to the Purposes of the Undertaking of the Company, and to no other Purpose: Provided always, that no such Augmentation of Capital shall take place without the previous Order of a General Meeting of the Company specially convened for that Purpose: Provided also, that the Powers of borrowing by the Company shall, to the Extent of the Sums so from Time to Time raised by the Creation and Issue of Shares or Stock, be extinguished.

Power to
convert Loan
into Deben-
ture Shares
or Stock.

XXI. It shall be lawful for the Company from Time to Time, with the Consent of Three Fifths of the Votes of the Shareholders present, Conversion of Mortgage or Bond Debt into

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Perpetual
Annuities.

present, in Person or by Proxy, at a Meeting of the Company specially convened for the Purpose, to resolve that any Portion of the borrowed Capital of the Company, or any Debenture or other Security for which or for the Interest whereof the Company are lawfully liable, then subsisting on the Security of outstanding Mortgages or Bonds not exceeding an Amount to be defined in and by such Resolutions; may be converted into perpetual irredeemable Annuities (in this Act called "Annuities"), at a Rate not exceeding Five Pounds *per Centum per Annum*, such Conversion to take place either by Agreement with the Holders of such Mortgages or Bonds respectively before the same respectively became due, or by paying off the same respectively when due, and creating Annuities as aforesaid, instead of reborrowing the Sums so paid off; and it shall thereupon be lawful for the Directors of the Company to carry into effect such Resolution or Resolutions by the Creation of such Annuities as aforesaid as may from Time to Time be necessary for such Purpose, and the Annuities so created shall be a Charge upon the Tolls and Undertaking, and Lands, Tenements, and Hereditaments of the Company, but shall be distributable, transmissible, and transferable, and in other respects have the Incidents of Personal Estate; and the Amount of the said Annuities, and all Arrears thereof, shall for ever have Priority of Payment over all Dividends on any other Stock or Shares of the Company, whether Ordinary or Preference or Guaranteed (except the "*South Wales Railway Debenture Shares*" and "*South Wales Railway Debenture Stock*" by this Act authorized to be created, the Interest or Dividends on which last-mentioned Shares or Stock and all Arrears thereof shall be paid *pari passu* with the said Annuities and the Arrears thereof), and the Annuities when so created shall be termed "*South Wales Debenture Annuities*;" provided, that nothing herein contained shall prejudice or affect the Rights of Holders of Mortgages or Bonds of the Company; provided also, that after the Conversion of any such Mortgages or Bonds into Annuities, it shall not be lawful for the Company again to borrow the Sum so converted, but the Powers of borrowing by the Company shall, to the Extent of the Sums so from Time to Time converted into Annuities, be extinguished.

Annuitants
not to vote.

XXII. The Holder of any such Annuity shall not be entitled to vote in the Affairs of the Company.

As to Trans-
fer of Annui-
ties.

XXIII. The several Holders of any such Annuities may transfer the Annuities for the Time being held by them, or any Part thereof, in the same Manner and subject to the same Regulations and Provisions (*mutatis mutandis*) as or according to which the Capital Stock of the Company or any Interest therein may be transferred under the Provisions of this Act, and the Company shall cause an Entry to be made in some Book to be kept for that Purpose of every such

Transfer,

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Transfer, and for every such Entry they may demand any Sum not exceeding Two Shillings and Sixpence.

XXIV. The Company shall from Time to Time cause the Names of the several Parties who may be entitled to any such Annuities as aforesaid, with the Amount thereof to which they are so respectively entitled, to be entered in a Book to be kept for that Purpose, to be called "The Register of Holders of Perpetual Annuities," and such Book shall be accessible at all seasonable Times to every Mortgagee, Bondholder, Annuitant, or Share or Stock Holder of the Company.

Register of
Holders of
Annuities to
be kept.

XXV. If within Thirty Days after any half-yearly or other Payment in respect of any Annuity to be granted under the Authority of this Act shall have become due, and after Demand thereof in Writing, the same be not paid, the Holder or Holders of any such Annuity or Annuities entitled individually or collectively to One Twentieth Part of the Sum annually payable by the Company from Time to Time by means of Annuities may, without Prejudice to his and their Right to sue for the Annuity or Portion thereof so in arrear in any Court of competent Jurisdiction, require the Appointment of a Receiver by an Application to be made as hereafter provided.

Arrears may
be enforced
by Appoint-
ment of a
Receiver.

XXVI. Every Application for a Receiver in the Cases aforesaid shall be made to Two Justices, and on any such Application it shall be lawful for such Justices by Order in Writing, after hearing the Parties, to appoint some Person to receive the whole or a competent Part of the Tolls or Sums liable to the Payment of such Annuity, until all Arrears of such Annuity, together with all Costs, including the Charges of receiving the Tolls or Sums aforesaid, be fully paid; and upon such Appointment being made, all such Tolls and Sums of Money as aforesaid shall be paid to and received by the Person so to be appointed, and the Monies so to be received shall be so much Money received by or to the Use of the Holders of the said Annuities, or to the Use of those of the Holders of Annuities whose Annuities shall be in arrear; and so soon as the full Amount of such Annuities and Costs has been so received the Power of such Receiver shall cease; provided, that such Receiver shall distribute rateably and without Priority among all Annuities in arrear the Tolls or Monies which shall so come to his Hands.

Appointment
of a Re-
ceiver.

XXVII. All Shares in the Company which at the Time of the passing of this Act shall not have been issued, and in respect of which no Person is named in the Register of Shareholders of the Company as Owner thereof, may, by the Vote of any Extraordinary Meeting of the Company, be cancelled, and shall thereupon be cancelled, and shall be deemed not to have been created; and the Directors of the

Power to
cancel
Shares.

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Company shall not, after such Shares shall have been so cancelled, make any Call or receive any Money thereon or in respect thereof, and shall not issue, sell, or dispose of any such Share.

Forfeited Shares which cannot be sold may merge in the Company.

XXVIII. In all Cases where any Share shall have been or shall hereafter be declared forfeited, and such Declaration of Forfeiture has been or shall hereafter be confirmed in manner required by "The Companies Clauses Consolidation Act, 1845," and Notice shall be given by the Company in the "*London Gazette*," and in One Newspaper of each County through which the Railway passes, of such Forfeiture or intended Forfeiture, and that such Share will become cancelled if the Arrears of Calls and Interest due thereon be not paid within the Space of One Calendar Month from the Publication of such Notices, then, in case such Arrears and Interest be not paid within such last-mentioned Period, and the Market Price of Shares of the same Class in the Company in the City of *London* shall then or at any Time thereafter be less than the Arrears of Calls and Interest due in respect of such Shares, the Directors may declare the same absolutely cancelled, and the Proprietor thereof shall thenceforth be precluded from all Right or Interest therein; and a Declaration in Writing, made by some credible Person not interested before any Justice of the Peace, stating that a Sum of Money sufficient to pay the Arrears of Calls and the Interest due in respect of such Shares could not be obtained for the same according to the Market Price of Shares in the City of *London*, shall be sufficient Evidence of the Facts therein stated; provided, that such Forfeiture and cancelling shall not affect or alter the Liability of the last Proprietor of any such Share to pay to the Company the Arrears of Calls and Interest due in respect of such Share at the Time of the cancelling thereof, after deducting therefrom the Market Value of such Share according to the Market Price of Shares in the City of *London* at the Time of such cancelling as aforesaid, or the Powers of the Company to enforce Payment thereof by Action.

As to cancelling of forfeited Shares by Consent.

XXIX. The Company at any Extraordinary Meeting thereof may, with the Assent of the Holder of any Share after the passing of this Act liable to be declared forfeited, instead of forfeiting such Share, declare the same Share cancelled; and thereupon the same, and all Rights, Claims, and Demands in respect thereof, shall cease to exist, and every Share so cancelled shall be deemed not to have been created.

New Shares may be created in lieu of Shares merged or not issued.

XXX. In lieu and instead of any Shares cancelled by virtue of this Act, it shall be lawful for the Company from Time to Time, with the Approbation of Three Fifths at least of the Votes of the Proprietors present, in Person or by Proxy, at any Extraordinary Meeting of the Company, to create and issue new Shares; provided, that they shall
not,

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not, by the Creation of such new Shares, increase the aggregate Amount of Capital as fixed or authorized to be raised by this Act.

XXXI. Any new Shares to be created by virtue of this Act, whether for the Purpose of raising any Portion of the Capital or in lieu of any Shares so cancelled as aforesaid, may be of such Amount as the Company, with the Approbation of Three Fifths at least of the Votes of the Shareholders present, in Person or by Proxy, at any Meeting of the Company specially convened for the Purpose, shall determine; and it shall be lawful for the Company to issue such Shares to such Persons, at such Times and in such Manner, and with such special Advantages with respect to Priority or Amount (not exceeding Six Pounds *per Centum per Annum*) of Dividend payable thereon, and to demand such Price for the same, or to dispose of the same in such Manner and on such Terms, as by the Order of any such Meeting shall be fixed and determined; and all such new Shares shall be deemed Personal Estate, and shall be transmissible and transferable as such in the Manner provided and directed by "The Companies Clauses Consolidation Act, 1845;" and all Persons and Corporations who shall become entitled to any such new Share or Shares, and their several and respective Successors, Executors, Administrators, and Assigns, shall be and they are hereby declared to be Owners and Proprietors of Shares in the Undertaking, and to be interested therein, and entitled to Dividends and Profits, and to vote in respect thereof, in proportion to the Amount of such new Share or Shares; and the Directors of the Company are hereby empowered (subject to any Restrictions imposed upon them by the Company, and subject also as herein-after mentioned) to call up such Shares, by such Instalments, and payable at such Times as they may think fit, and the several Proprietors of such new Shares shall be and are hereby united and incorporated with the Company.

New Shares
how to be
created.

XXXII. Nothing in this Act contained shall prejudice or affect any Preference or Priority in the Payment of Interest or Dividends on any Shares or Stock which shall have been granted by the Company in pursuance of or which may have been confirmed by any previous Act of Parliament, or which may be otherwise lawfully subsisting.

Saving
Rights of
Preference
Shareholders.

XXXIII. Twenty *per Centum* on the Amount of each Share shall be the greatest Amount of any One Call which the Directors may make on or in respect of any new Shares created by virtue of this Act; and Three Months at the least shall be the Interval between successive Calls; and the aggregate Amount of Calls to be made on any One Share in One Year shall not exceed Eighty *per Centum* of the Amount of such Share.

Calls.

XXXIV. The

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Company
entitled to
Privileges of
Shareholders
in certain
Companies.

Calls to be
paid out of
their Capital,
and Divi-
dends added
to their Re-
venue.

XXXIV. The Company shall be entitled to all the Rights and Privileges of Shareholders in the *Vale of Neath* Railway Company, the *Waterford, Wexford, Wicklow, and Dublin* Railway Company, and the *Cork and Youghal* Railway Company, to the Extent of their Interest for the Time being in such Companies respectively; and all Moneys which may hereafter be paid by the Company out of their Capital Funds as Instalments on their Shares in such Companies respectively duly called for by such Companies respectively shall have the same Effect and Validity as if they had been respectively Moneys applied by the Company to the general Purposes of their Undertaking under the Authority of this Act; and all Dividends or other Payments which may be declared and made by the said Companies respectively, to or in favour of the Company as such Shareholders, shall respectively be deemed to be and shall form Part of the ordinary Revenues of the Company, and shall and may be applied as ordinary Revenue and Income of that Company accordingly; and all Repayments of Moneys advanced by the Company to the *Llynvi Valley* Railway Company shall be received and applied as Capital of the Company, and shall be carried to Capital Account accordingly.

Application
of Profits.

XXXV. The Profits of the Company applicable to the Payment of Dividends shall be applied half-yearly as follows; (that is to say,)

First, in paying the Dividends or Interest then due on the *South Wales* Railway Debenture Shares and *South Wales* Railway Debenture Stock and the *South Wales* Railway Debenture Annuities then due, *pari passu* :

Secondly, in paying the Dividends or Interest then due on the said Guaranteed Twenty Pounds Shares :

Afterwards, in paying Preferential Dividends on any Preference Shares to be created under the Authority of this Act, according to the Terms and Priorities *inter se* upon and according to which such Preference Shares may be created :

And lastly, in paying a Dividend upon the Ordinary Shares of the Company not entitled to Preferential Dividend.

Interest not
to be paid on
Calls paid up.

XXXVI. It shall not be lawful for the Company, out of any Money by this Act or any other Act relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital of the Company: Provided, that nothing herein-before contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity

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formity with the Provisions in “The Companies Clauses Consolidation Act, 1845,” in that Behalf contained.

XXXVII. It shall not be lawful for the Company, out of any Money by any existing Act relating to the Company 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 to 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.

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

XXXVIII. It shall be lawful for the Directors to close the Registers of Transfers for a Period not exceeding Fourteen Days previous to each Extraordinary Meeting of the Company, and they may fix a Day for the closing of the same, of which Seven Days Notice shall be given by Advertisement in some Newspaper published in *London*, 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 any such Meeting.

Power to close Transfer Books at certain Periods.

XXXIX. At all General Meetings of the Company every Shareholder, whether a Person or the *Great Western* Railway Company or any other Corporation, or the Party or Parties legally deputed to vote on behalf of the said Company or any other Corporation, shall be entitled to the same Number of Votes in respect of the Shares or Stock held by them in the Capital of the Company as they would have had if this Act had not been passed; 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), by Writing 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.

Votes of Shareholders.

XL. 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 exclusive of the *Great Western* Railway Company, and the Persons who were Directors immediately before the passing of this Act shall continue in Office and go out of Office by Rotation, or be otherwise removable, in like Manner and in the same Order as if this Act had not been passed.

Directors.

[*Local.*]

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XLI. Every

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Directors appointed by Great Western Railway Company to continue until removed.

XLI. Every Director from Time to Time appointed by the *Great Western Railway Company* shall continue in Office until he shall die, or resign, or become disqualified by ceasing to be a Director of the *Great Western Railway Company*, or until he shall be removed by Vote of the Directors of that Company.

As to Appointment of future Directors by the Great Western Railway Company.

XLII. 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, 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, 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.

Qualification of Directors.

XLIII. The Qualification of a Director of the Company, except 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 Two thousand five hundred Pounds of nominal Capital in Ordinary Shares or Stock of the Company.

Company may increase or reduce Number of Directors.

XLIV. It shall be lawful for the Company from Time to Time to alter the Number of Directors, so that there be not more than Eighteen nor less than Twelve at any One Time ; provided, that so long as the *Great Western Railway Company* shall remain Subscribers towards the Undertaking, or shall guarantee any Interest on the Shares therein according to the Provisions herein contained, the 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.

XLV. The Quorum of a Meeting of Directors shall be Three.

XLVI. The

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XLVI. 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 Committees shall be Three, and, when the Committee is not more than Three, shall be Two. Committees of Directors.

XLVII. The Company shall apply the Moneys raised by Shares or Stock in their Capital, and by the Exercise of their Powers of borrowing, and remaining unexpended, and the Moneys hereafter to be raised by such Means, to the Purposes of this Act, including the new Works by this Act authorized, and to no other Purpose whatsoever. Application of Capital and Money borrowed.

XLVIII. The following Railways and Works as now constructed shall form the Undertaking of the Company; (that is to say,) Undertaking of the Company.

First, the Railway from *Grange Court* in the County of *Gloucester* to *Haverfordwest*, herein-after for Distinction called "Main Line:"

Second, the Railways and Tramways in the Forest of *Dean*, formerly belonging to the *Forest of Dean* Railway Company, as altered by the Company, herein-after for Distinction called "*Forest of Dean* Railway:"

Third, the Branch from the said Main Line at *Newnham* into the Forest of *Dean*, herein-after for Distinction called "*Dean Forest* Branch:"

Fourth, the Railway between the said Main Line and the *Monmouthshire* Railway near *Newport*, herein-after for Distinction called "*Monmouthshire* Railway Junction:"

Fifth, the Railway between the said Main Line and the *Taff Vale* Railway at *Cardiff*, herein-after for Distinction called "*Taff Vale* Railway Junction:"

Sixth, the Railway connecting the said Main Line with the *Llynvi Valley* Railway, herein-after for Distinction called "*Llynvi Valley* Railway Junction:"

Seventh, the Branch from the said Main Line near *Swansea* to the Town of *Swansea* and to the Coal Staiths of the Company on the Float at *Swansea*, herein-after for Distinction called "*Swansea* Branch:"

And also the following Railways as authorized to be constructed; (that is to say,)

Eighth, the Railway from *Haverfordwest* to *Neyland Point*, herein-after for Distinction called "*Neyland* Extension:"

Ninth, the Railway from the said Main Line to *Pater*, otherwise *Pembroke* Dock, and also to *Pennar Mouth* in *Milford Haven*, herein-after for Distinction called "*Pembroke* Line:"

Tenth, the Branch from the said Main Line near the *Briton Ferry* Station to near the Mouth of the *Baglan Brook* or *Pill*, herein-after for Distinction called "*Briton Ferry* Branch:"

Eleventh,

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Eleventh, a Branch from the said Main Line to the Sea Basin of the new Docks now being constructed at *Cardiff*, herein-after for Distinction called "*Bute Docks Branch*."

Power to make and complete Railways, Road, and Deviations, to purchase Land for same, and also Lands for Stations.

XLIX. And whereas Plans and Sections of the uncompleted Works herein called *Neyland Extension*, *Pembroke Line*, and *Briton Ferry Branch*, showing the Lines and Levels thereof respectively, together with Books of Reference to such Plans containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the Lands and Houses proposed to be taken for the Purposes thereof, were deposited as follows; that is to say, for the said *Neyland Extension*, with the Clerk of the Peace for the County of *Pembroke*; for the said *Pembroke Line*, with the Clerks of the Peace for the Counties of *Pembroke* and *Carmarthen* respectively; and for the said *Briton Ferry Branch*, with the Clerk of the Peace for the County of *Glamorgan*, as stated in "*The South Wales Railway Act, 1852*," "*The South Wales Railway Act, 1845*," "*The South Wales Railway (Pembroke Line, &c.) Act, 1853*," and "*The South Wales Railway (New Works) Act, 1851*," respectively, and whereas Plans and Sections of the said intended *Bute Docks Branch*, and also of the intended Road from near the Cemetery at *Cardiff* to and into the *Long Dyke Road*, and of the said proposed Alterations and Deviations in the Line and Levels of the said Main Line and *Swansea Vale Railway*, and also Plans showing the Lands in the said Parishes of *Langefelach*, *Neath*, *Lantwit-juxta-Neath*, *Briton Ferry*, *Saint Mary Cardiff*, and *Roath* in the County of *Glamorgan*, and *Saint Woollos Newport* in the County of *Monmouth*, together with Books of Reference to such Plans, containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the Lands proposed to be taken under the Powers of this Act, have been deposited with the Clerks of the Peace for the Counties of *Glamorgan* and *Monmouth*: Be it enacted, That, subject to the Provisions and Powers of Deviation in this Act, and in "*The Lands Clauses Consolidation Act, 1845*," and "*The Railways Clauses Consolidation Act, 1845*," contained, it shall be lawful for the Company to make and complete and maintain the said Lines of Railway, Branches, and Alterations or Deviations in Lines and Levels, and also to make the before-mentioned Road, in the Lines and upon the Lands delineated upon the said Plans and described in the said Books of Reference relating to the same respectively, and according to the Levels defined on the said Sections, and to make all proper Stations, Docks, Piers, Wharfs, Quays, Landing Places, Approaches, Works, and Conveniences connected therewith respectively, and to enter upon, take, and use such of the said Lands as may be necessary for the Purposes thereof, and such of the Lands in the Parishes aforesaid described upon the said Plans and in the said Books of Reference as they may require: Pro-
vided

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vided always, that it shall not be lawful for the Company to make the Portion of the said *Pembroke* Line described on the Plans referred to in "The *South Wales* Railway Act, 1845," for which the Line described on the Plans referred to in "The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853," has been substituted, but such Portion of the said Line shall be made according to the Plans referred to in the last-mentioned Act.

L. Provided always, that, without the previous Consent in Writing of the *Swansea Vale* Railway Company, it shall not be lawful for the Company in any Alteration of the *Swansea Vale* Railway to be effected under the Authority of this Act, to construct or make such Alteration on an ascending Gradient towards the Port of *Swansea*, or on a worse or steeper Gradient than One in Three hundred towards the North, nor shall the Curve thereof in any Case be worse or of less Radius than Fifteen Chains.

Alteration of *Swansea Vale* Railway not to be made in certain Manner without Consent of *Swansea Vale* Railway Company.

LI. The *South Wales* Railway Company shall not enter upon, take, or use, for the Purposes of the said *Bute* Docks Branch, or any Sidings connected with that Branch which shall be made to the South of the Road known as *Tyndall Street*, any Lands of the *Bute* Trustees in the Parish of *Saint Mary Cardiff* without or otherwise than in accordance with the previous Consent in Writing of the *Bute* Trustees, except the Lands agreed to be leased to the said Company; but nothing in this Enactment contained shall prevent the Company from entering upon, taking, or using any Lands that may be required for the Purpose of the Deviation of the *Long Dyke* Road at *Cardiff* by this Act authorized.

Limiting Lands to be taken for *Bute Dock* Branch.

LII. The Railways by this Act authorized to be made or completed and maintained may be constructed upon the Broad Gauge of Seven Feet.

Gauge of Railways.

LIII. Subject to the Provisions contained in this Act and in "The Railways Clauses Consolidation Act, 1845," with reference to the crossing of Roads on the Level, it shall be lawful for the Company in the Construction of the Railways by this Act authorized to be made or completed to carry the same or any of them across the several Roads herein-after mentioned on the Level thereof; (that is to say,)

Certain Roads may be crossed on the Level.

As regards the *Neyland* Extension, across the Roads numbered respectively on the Plans referred to in "The *South Wales* Railway Act, 1852," 40 in the Parish of *Uzmaston*, 7 in the Parish of *Johnstone*, 4 and 40 in the Parish of *Lanstadwell*, and 49 in the Parish of *Rosemarket*:

And as regards the *Pembroke* Line, across the Roads numbered respectively on the Plans referred to in "The *South Wales* Railway Act,

[*Local.*]

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Act,

The South Wales Railway Consolidation Act, 1855.

Act, 1845," 14 and 44 in the Parish of *Saint Mary Pembroke*, 21 in the Parish of *South Narberth*, 6a in the Parish of *North Narberth*, 7 and 92 in the Parish of *Lampeter Velfry*, and 19a in the Parish of *Llangan*, and on the Plans referred to in "The *South Wales Railway (Pembroke Line, &c.) Act, 1853*," 6 in the Parish of *Cosheston*, 5 in the Parish of *Nash*, 85a, 82a, 61, 51, and 18, in the Parish of *Carew*, and 33 in the Parish of *Reynalton*: And as regards the *Briton Ferry Branch*, across the Road numbered on the Plans referred to in "The *South Wales Railway (New Works) Act, 1851*," 6 in the Parish of *Briton Ferry*.

Company to
erect a Sta-
tion or Lodge
at level
Crossings.

LIV. And whereas under the Provisions of the following Acts the Railways thereby respectively authorized have been carried across the Roads herein mentioned upon the Level thereof; (that is to say,)

Under "The *South Wales Railway Amendment Act, 1846*," the Roads numbered respectively on the Plans referred to in that Act 145 in the Parish of *Wiston*, 18 in the Parish of *Mydrim*, 70 in the Parish of *Saint Ishmael*, 12 in the Parish of *Saint Mary Kidwelly*, 4 in the Parish of *Loughor*, 23 and 7 in the Parish of *Woolaston*, 2 in the Parish of *Alvington*, 91 and 68 in the Parish of *Lydney*, and 69A in the Parish of *Awre*:

Under "The *South Wales Railway Amendment Act, 1847*," the Roads numbered respectively on the Plans referred to in that Act 91 and 137 in the Parish of *Christchurch*, 24 in the Parish of *Magor*, 51, 174, 240, and 293 in the Parish of *Coychurch*:

Under "The *South Wales Railway (New Works) Act, 1851*," the Roads numbered respectively on the Plans referred to in that Act 19 and 22 in the Township of *East Dean* in the Forest of *Dean*:

Under "The *South Wales Railway (Deviation) Act, 1853*," the Road numbered on the Plans referred to in that Act 15 in the said Township of *East Dean*:

Be it enacted, with reference to the crossing of such Roads, as also to the crossing of the Roads on the Level by this Act authorized as aforesaid, That, for the greater Convenience and Security of the Public, the Company shall erect and permanently maintain either a Station or Lodge at the several Points where the Railway crosses the said Roads on the Level, and the Company shall be subject to and abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, 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 maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the Crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid,

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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 imposed.

LV. It shall be lawful for the Board of Trade, if it shall appear to them to be necessary for the public Safety, at any Time, either before or after the Railway shall have been completed and opened for public Traffic, to require the Company, within such Time as the said Board of Trade shall direct, and at the Expense of the Company, to carry any or either of the before-mentioned Roads either under or over the Railway, by means of a Bridge or Arch, in lieu of crossing the same on the Level, and to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade the best adapted for removing or diminishing the Danger arising from any such level Crossing.

Board of Trade may require Bridges to be erected in lieu of level Crossings.

LVI. As regards the Roads herein-after mentioned, it shall be lawful for the Company to make the Rates of Inclination of such Roads respectively when altered as follows; (that is to say,)

Regulating Inclinations of certain Roads.

The Roads numbered on the Plans of the *Pembroke* Line referred to in "The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853," 37 in the Parish of *Cosheston*, Inclination One in Fifteen; 69 in the Parish of *Monkton*, Inclination One in Fourteen; 5 in the Parish of *Nash*, Inclination One in Sixteen; 15 in the Parish of *Begelly*, Inclination One in Sixteen.

LVII. Notwithstanding the Repeal of "The *South Wales* Railway Act, 1845," "The *South Wales* Railway Act, 1852," "The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853," "The *South Wales* Railway Deviation Act, 1853," and the *South Wales* Railway Act, 1854," it shall be lawful for the Company to have and exercise all the Powers by the said Acts conferred upon them for the compulsory Purchase of the Lands and Buildings thereby respectively authorized to be taken by them, and which they had or might have exercised but for the passing of this Act; provided, that nothing in this Act contained shall be held or construed to revive any Powers for the compulsory Purchase of any Lands under any of the repealed Acts which had expired, and had not been revived and could not be exercised immediately before the passing of this Act, or extend any compulsory Powers of any of the Acts hereby repealed.

Continuing certain Powers for the compulsory Purchase of Lands.

Not to revive expired Powers.

LVIII. Provided always, That the Powers of the Company for the compulsory Purchase of Lands continued or conferred by this Act

Period for compulsory Purchase

Act

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of Lands
limited.

Act shall not be exercised after the Expiration of the Periods hereby respectively limited; (that is to say,)

In respect of such Powers conferred by "The *South Wales* Railway Act, 1845," and revived and continued by "The *South Wales* Railway (*Pembroke* Line) Act, 1853," after the Twentieth Day of *August* One thousand eight hundred and fifty-five; and in respect of such Powers as to other Lands conferred by "The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853," after the Twentieth Day of *August* One thousand eight hundred and fifty-six:

In respect of such Powers conferred by "The *South Wales* Railway Act, 1852," after the Seventeenth Day of *June* One thousand eight hundred and fifty-five:

In respect of such Powers conferred by "The *South Wales* Railway (*Deviation*) Act, 1853," after the Twentieth Day of *August* One thousand eight hundred and fifty-five:

In respect of such Powers conferred by "The *South Wales* Railway Act, 1854," after the Tenth Day of *July* One thousand eight hundred and fifty-seven:

In respect of Lands authorized to be purchased by this Act, after the Expiration of Three Years from the passing of this Act.

Period for
Completion
of Works.

LIX. The said *Neyland* Extension shall be completed on or before the Seventeenth Day of *June* One thousand eight hundred and fifty-seven; the Portion of the said *Pembroke* Line, the Period for completing which was extended by "The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853," shall be completed on or before the Twentieth Day of *August* One thousand eight hundred and fifty-six; and the rest of the said *Pembroke* Line shall be completed on or before the Twentieth Day of *August* One thousand eight hundred and fifty-eight; the said *Briton Ferry* Branch shall be completed on or before the Seventeenth Day of *June* One thousand eight hundred and fifty-seven; the said *Bute* Docks Branch, and the said Road Alterations and Deviations, (being the Works by this Act authorized,) shall be completed within Three Years from the passing of this Act; and if at the Expiration of the respective Periods aforesaid the Works then required to be completed shall not be completed, the Powers granted to the Company for executing the same or otherwise in relation thereto shall cease to be exercised, except as to so much of such Works as shall then be completed.

Dividends
suspended if
Railway not
completed
within limit-
ed Period.

LX. If the *Bute* Docks Branch shall not be completed and opened for public Traffic within Three Years from the passing of this Act, then and from thenceforth it shall not be lawful for the Company to declare or pay any Dividend on the ordinary or unguaranteed Capital of the Company until such Branch shall have been completed and opened for public Traffic.

LXI. It

The South Wales Railway Consolidation Act, 1855.

LXI. It shall be lawful for the Company to purchase, for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," any Quantity of Land not exceeding Two hundred Acres, in addition to the Lands already purchased by them for such Purposes.

Lands for extraordinary Purposes.

LXII. The Company shall, within Ten Years from the Seventeenth Day of *June* One thousand eight hundred and fifty-two, absolutely sell and dispose of all the Lands which shall have been acquired by them for the Purposes of any of the Railways, Works, and Undertakings which they were by "The *South Wales* Railway Act, 1852," required to abandon and relinquish, or which have been acquired by them for any Part of their Undertaking already completed, and which shall not be required for any of the Undertakings or Purposes of the Company; and they shall, within Six Years from the Seventeenth Day of *June* One thousand eight hundred and fifty-two, absolutely sell and dispose of all the Lands which they have acquired for the Purposes of the Line of Railway authorized by the first-recited Act, and therein called the Branch Railway to *Monmouth*; and the Company may lawfully hold all such several and respective Lands as aforesaid until the Expiration of the said Periods of Ten Years and Six Years respectively; and the Clauses of "The Lands Clauses Consolidation Act, 1845," with respect to Lands acquired by the Promoters of the Undertaking under the Provisions of this or the Special Act, or any Act incorporated therewith, but which shall not be required for the Purposes thereof, shall be applicable to the Lands so required to be sold and disposed of by the Company as aforesaid.

As to Sale of superfluous Lands.

LXIII. The Expression "the *Bute* Trustees or Trustee" where used in this Act means and includes the Person or Persons from Time to Time entitled at Law to the Receipt of the Rents and Profits of the Docks and Estate at *Cardiff* now vested in *John Boyle* Esquire, as surviving Trustee thereof under the Will of the late Marquess of *Bute*.

Interpretation of "The *Bute* Trustees."

LXIV. Whereas Terms of Agreement have been entered into between the Company and the *Bute* Trustees touching the User of Lands necessary for the *Bute* Docks Branch and of Wharf Ground adjoining or near to the new *Bute* Dock at *Cardiff*, and the Construction and User of Works and Conveniences connected with the *Bute* Docks Branch, and other incidental Matters: Therefore the *Bute* Trustees may grant and the Company may take, for the Purposes of the *Bute* Docks Branch, and any Sidings, Works, and Conveniences connected therewith, and the Traffic thereon, such Leases of the Lands of the *Bute* Trustees in the Parish of *Saint Mary Cardiff*

Leases for Land for *Bute* Docks Branch.

The South Wales Railway Consolidation Act, 1855.

as the *Bute* Trustees have agreed on or may hereafter agree on, and respectively for such Terms of Years and for such yearly or other Rents or Sums or other Considerations as the Company and the *Bute* Trustees agree on, and as shall by such Leases respectively be reserved or made payable, and subject to such Conditions and Stipulations as may be agreed on and inserted in such Leases respectively, including a Condition of Re-entry for Nonpayment of any Rent, Sum, or other Consideration thereby reserved or made payable, or on Breach, Nonperformance, or Nonobservance of any of the Covenants or Provisoes on the Part of the Company therein to be contained.

Agreements
between the
Company
and *Bute*
Trustees.

LXV. The Company and the *Bute* Trustees may from Time to Time make, enter into, and execute any such Deeds, Contracts, or Agreements as they think proper with respect to any such Leases, and also for providing as to the Shipment and Unshipment at any of the Docks, Shipping Places, or Works at *Cardiff* of the *Bute* Trustees of any Goods which shall from Time to Time be conveyed on the Railway, and as to the Sums to be paid to the *Bute* Trustees for or in respect of Wharfage and Lockage Dues, and for Rates and Charges in respect of the Vessels into or out of which such Goods shall be shipped or unshipped, and also as to the Shipment and Unshipment by the Company of Coals and other Goods, and the Rates to be charged by the Company for the same, and otherwise for regulating the User and Enjoyment by the Company of the Wharves and other Lands, Works, Conveniences, and Easements to be held, used, and enjoyed by them, under the *Bute* Trustees, as shall be mutually agreed on.

Contracts
between
Company
and *Bute*
Trustees
authorized
by Act to be
binding.

LXVI. If the Company and the *Bute* Trustees shall before the passing of this Act have entered into and executed any such Deed, Contract, or Agreement which, if it were entered into or executed after the passing and under the Authority of this Act, would be valid and binding, every such Deed, Contract, and Agreement so entered into and executed before the passing of this Act shall after the passing thereof be as valid and binding as if it were entered into or executed after the passing of this Act.

Lands for
Bute Docks
Branch.

LXVII. Provided always, That the Company, with the Consent of the *Bute* Trustees, may make the *Bute* Docks Branch on any Part of the Lands of the said Trustees, so as to form a Communication with the intended tidal Shipping Places there of the *Bute* Trustees.

Works for
Bute Docks
Branch.

LXVIII. The Company may make on any Lands of the *Bute* Trustees comprised in any such Lease or Grant all such Sidings for the *Bute* Docks Branch, Arches, and other Works and Conveniences, as the Company and the *Bute* Trustees agree on.

LXIX. The

The South Wales Railway Consolidation Act, 1855.

LXIX. The Company during the Continuance of any such Lease or Grant from the *Bute* Trustees may demand and take from all Persons using any Wharfs or other Lands, Works or Conveniences, which or the User whereof shall be thereby demised or granted, all such and the same Wharfage Dues and other Rates and Charges in respect of Goods as the Company may from Time to Time under such Leases or Grants be themselves liable to pay to the *Bute* Trustees in respect of the same Goods and Vessels.

Wharfage
Dues, &c.

LXX. Provided always, That the Company shall not demand or take under or by virtue of any such Lease, Grant, Deed, Contract, or Agreement any greater Amount of Dues, Rates, or Charges in respect of the User or Enjoyment of such Wharfs or other Lands, Works, Conveniences, or Easements, than shall from Time to Time be payable thereunder by them to the *Bute* Trustees for or in respect of the same User or Enjoyment of the same Wharfs, Lands, Works, Conveniences, or Easements.

Limit of
Dues, &c.
to be taken
by Company
under Lease,
&c. from
Bute Trus-
tees.

LXXI. The Railway herein called the *Bute* Docks Branch shall be completed within Three Years from the passing of this Act, and if at the Expiration of that Period the said Branch shall not be completed the Powers granted to the Company for executing the same or otherwise in relation thereto shall cease to be exercised, except as to so much of such Works as shall then be completed.

Limiting
Period for
Completion of
Bute Docks
Branch.

LXXII. With respect to the *Neyland* Extension, it shall not be lawful for the Company to take or use any Portion of the Lands or Property of the Right Honourable the Earl of *Cawdor*, in the Parish of *Burton*, lying beyond the Limits of Deviation defined on the said Plans relating to the said *Neyland* Extension.

Company not
to take cer-
tain Lands of
the Earl of
Cawdor.

LXXIII. With respect to the *Neyland* Extension, the Viaduct for carrying the Railway across the River *Cleddau* near *Haverfordwest* shall be constructed with an opening Arch in such Manner as the Commissioners for executing the Office of Lord High Admiral shall, in Writing under the Hand of the Secretary of the Admiralty, approve of, and the Span and Headway and Waterway of the Arches or Openings for the Passage of Vessels, and the Dimensions, Construction, and Site of the said Viaduct, shall be such as the said Commissioners shall approve of as aforesaid.

Regulating
Construction
of Viaduct
across River
Cleddau.

LXXIV. With respect to the *Neyland* Extension, during the Construction of the Viaduct over the River *Cleddau* and Works connected therewith the Company shall cause to be hung out or exhibited every Night, from Sunset to Sunrise, a Light, to be kept burning by and at the Expense of the Company, for the Navigation and safe Guidance of

A Light to
be main-
tained at
Night during
Construction
of Viaduct.

The South Wales Railway Consolidation Act, 1855.

of Vessels ; and for ever after the Completion of the said Viaduct the Company shall cause to be hung out or exhibited upon or near to the Centre of the said Viaduct every Night, from Sunset to Sunrise, a good and sufficient Light, to be kept burning by and at the Expense of the Company, for the Navigation and safe Guidance of Vessels ; and which Lights shall be from Time to Time altered by the said Company in such Manner, and be of such Description, and be so used and placed as the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral shall, by Writing under the Hand of the Secretary of the Admiralty, approve of ; and in case the Company shall neglect to exhibit and keep either of such Lights burning as aforesaid they shall forfeit and pay for every such Neglect the Sum of Ten Pounds.

Vessels not
to be unnecessarily
detained.

LXXV. With respect to the *Neyland* Extension, 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 *Cleddau* for a longer Space of Time than may be sufficient to admit of any Carriages or Trains regularly traversing the Railway and approaching the said Bridge to cross the said River *Cleddau*, and for opening the said Bridge to admit such Vessel, Barge, or Boat to pass.

As to Deviations from
Centre Line.

LXXVI. With respect to the *Neyland* Extension, in constructing the Railway and the Works connected therewith, it shall not be lawful for the Company at any Point between Seven Miles Seven Furlongs and the Termination of the Railway, where the Limits of Deviation, as defined on the Plans relating thereto, extend below High-water Mark, to deviate from the Centre Line as shown on the said Plans Seaward more than One Chain, without such previous Consent of the Commissioners for executing the Office of Lord High Admiral aforesaid signified as aforesaid.

Landing
Place to be
maintained
at *Neyland*
Point.

LXXVII. With respect to the *Neyland* Extension, the Company shall and they are hereby required to construct and at all Times maintain for the free Use of the Public, on the West Side of *Neyland* Point, such a good and sufficient Landing Place at such Spot, and with such Approaches thereto from the nearest public Road, as the said Commissioners shall approve as aforesaid.

Limiting
Powers of
Deviation in
the Bush
Estate.

LXXVIII. With respect to the *Pembroke* Line, in constructing the Railway through the Lands numbered respectively Seventy-five and Eighty-three, in the Parish of *Saint Mary Pembroke*, on the Plans referred to in "The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853," or any Works or Conveniences connected therewith, it shall not be lawful for the Company to take Lands to the Northwards of the Centre Line of the said Railway as laid down upon the Plans
of

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of the said Railway, to a greater Extent than Twenty Yards from the said Centre Line, without the previous Consent in Writing of the Owner or Owners for the Time being of the *Bush* Estate ; and the Company shall not at any Time, without the Consent as well of the Owner or Owners of the *Bush* Estate as of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, and the Lords of the Admiralty, execute any Works to the Northward of the Channel of *Pennar Pill*, as shown on those Plans, between the Lands numbered respectively Eighty-four to the East, and the Land numbered One hundred and eleven in the Parish of *Saint Mary Pembroke* on the West.

LXXIX. With respect to the *Pembroke* Line: Whereas it is necessary that the Fortifications and other public Property belonging to Her Majesty, and under the Charge of the Board of Ordnance, should be preserved from Injury or Obstruction: Be it therefore enacted, That nothing in this Act contained shall authorize the Company to enter upon or possess or occupy any Buildings or Lands belonging to Her Majesty, and under the Control or Management of the Board of Ordnance, without the Consent of the Principal Officers of Her Majesty's Ordnance in Writing first had and obtained.

Company not to interfere with Crown Land without Consent of the Board of Ordnance.

LXXX. With respect to the *Pembroke* Line: Whereas it was by "The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853," enacted, that the Company should abandon and relinquish the Formation of so much and such Parts of their Line of Railway from *Pembroke* Dock, as then authorized, as might become unnecessary by reason of the Construction of the Railways by that Act authorized; provided, that the Company should not for the Period of Twelve Months after the passing of that Act abandon the Construction of so much of their said Railway from *Pembroke* Dock as lies between the said Dock and the Point of Divergence of the intended Railway firstly therein-before described in the Parish of *Nash*, and if at any Time within Six Months after the Expiration of the said Period of Twelve Months the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral, should by Writing under the Hand of the Secretary of the Admiralty so require, the Company should commence and with all reasonable Despatch complete the said Portion of their *Pembroke* Branch aforesaid: And whereas the said Commissioners have given such Notice to the Company: Be it therefore enacted, That the Company shall commence and with all reasonable Despatch complete the said Portion of the said *Pembroke* Branch.

Company not to abandon a certain Portion of Line from *Pembroke* Dock.

LXXXI. With respect to the *Pembroke* Line: In any Case where before the passing of "The *South Wales* Railway (*Pembroke* Line, &c.) Act, 1853," any Contract had been entered into or Notice given

Compensation to be made when Contracts

[*Local.*]

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by

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have been
entered into
or Notices
given.

by the Company for purchasing any Lands which the Company were empowered to purchase for the Purpose of constructing the Portions of Railway thereby authorized to be abandoned, the Company shall make to the Owners or Occupiers of and other Parties interested in such Lands full Compensation for all Injury or Damage sustained by such Owners, Occupiers, and other Parties by reason of such Purchase not being completed pursuant to such Contract or Notice, and the Amount and Application of such Compensation shall be determined in the Manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the Amount and Application of the Compensation to be paid for Lands taken under the Provisions thereof: Provided always, that the Authority thereby given for abandoning the Formation of the aforesaid Portions of Railway and the passing of this Act shall not prejudice or affect the Right of the Owner or Occupier of any Lands which the Company were so empowered to purchase as aforesaid to receive from the Company Compensation for any Damage that may have been occasioned by the Entry of the Company upon such Lands for the Purpose of surveying and taking Levels, and of probing or boring to ascertain the Nature of the Soil, or of setting out the Line of the Railway pursuant to the Provisions for that Purpose in the "Lands Clauses Consolidation Act, 1845," contained.

Parties
aggrieved by
Extension of
Time being
granted may
have Com-
pensation for
additional
Damage.

LXXXII. With respect to the *Pembroke* Line: Whereas by "The *South Wales* Railway (*Pembroke* Line) Act, 1853," a Part of the Railway authorized by "The *South Wales* Railway Act, 1845," from *Pembroke* Dock, otherwise *Pater*, in the County of *Pembroke* to or near to a Field numbered 16 in the Parish of *Llangan* in the County of *Carmarthen*, was authorized to be abandoned, and the Period for purchasing Lands for the other Part was extended, and it was enacted that the Justices, Arbitrators, Umpires, or Juries respectively (as the Case might be) who should award or assess the Compensation to be made by the *South Wales* Railway Company to the Owners or Occupiers of or other Persons interested in any of the Lands or Houses for the Purchase of which the Period was by that Act extended, and which should be taken or used for the Purposes of the said Portion of Railway from *Pembroke* Dock to or near to the said Field numbered 16 in the Parish of *Llangan*, or any Part thereof, or which might be injuriously affected by the Construction thereof, should, in estimating the Amount of such Compensation, have regard to and make Compensation for the additional Damage, if any, sustained by such Owners, Occupiers, or other Persons by reason of the Extension of Time thereby authorized; and it was also enacted, that the Extension of Time by that Act authorized should not prejudice or affect any Contract or Agreement entered into or any Notice given by the *South Wales* Railway Company before the passing of that Act for purchasing, taking, or using any Lands for the Purposes of so much
of.

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of the said Portion of Railway from *Pembroke Dock* to or near to the said Field numbered 16 in the Parish of *Llangan* in the County of *Pembroke*, as might not by virtue of that Act be abandoned: Be it enacted, That, notwithstanding the Repeal of the said Act, such Provisions shall continue in full Force in like Manner as if the said Act had not been repealed.

LXXXIII. With respect to the *Pembroke Line*: If that Part of the *Pembroke Line* the Time for the Completion whereof was by “*The South Wales (Pembroke Line, &c.) Act, 1853*,” extended, shall not be completed and opened for public Traffic within Three Years from the Twentieth Day of *August* in the Year of our Lord One thousand eight hundred and fifty-three, or if the rest of the *Pembroke Line* by the same Act authorized shall not be completed and opened for public Traffic within Five Years from the same Twentieth Day of *August*, then and from thenceforth it shall not be lawful for the Company to declare or pay any Dividend on the ordinary or unguaranteed Capital of the Company, until such Works respectively shall have been completed and opened for public Traffic.

Dividends suspended if Railways not completed within limited Period.

LXXXIV. With respect to the *Pembroke Line*: Whereas an Act was passed called “*The Milford Haven Docks Act, 1853* :” And whereas a Portion of the *Pembroke Line* authorized by “*The South Wales Railway (Pembroke Line, &c.) Act, 1853*,” constituted an Extension thereof to the Docks and Works by the said Docks Act authorized, and was projected for the sole Purpose of communicating with Docks and Works, and the Extent to which it may be necessary to construct the said Railway may be dependent upon the Mode of Construction of the said Docks and Works: Be it therefore enacted, That it shall be lawful for the Board of Trade, at any Time before the Twentieth Day of *August* in the Year of our Lord One thousand eight hundred and fifty-six, on the Application of the *South Wales Railway Company*, to fix and determine the Point at which such Railway shall terminate; and thereupon the Provisions of this Act restraining the Company from declaring or paying any Dividend on the ordinary or unguaranteed Capital of the Company until the *Pembroke Line* shall have been completed and opened for public Traffic, shall not apply to the Completion and Opening of such Portion (if any) of the said Railway as shall be situate between the Point which the Board of Trade shall fix for the Termination of the said Railway and the Point of the Termination thereof as shown on the Plans referred to in “*The South Wales Railway (Pembroke Line, &c.) Act, 1853*.”

16 & 17 Vict. c. clxxiii.

Board of Trade may, on Application of Company, fix Point of Termination of Railway.

LXXXV. It shall be lawful for the Company to contract with other Parties, upon such Terms and Conditions as may be mutually agreed

Power to contract for Construction and Main-

The South Wales Railway Consolidation Act, 1855.

tenance at
the Neyland
Pill Terminus
of Accom-
modation for
landing of
Passengers,
&c.

agreed on, for the Construction and Maintenance at the Terminus of their Railway, on the North Side of *Milford Haven*, at a Point about One hundred and fifty Yards South-east of the South-eastern Corner of a Quay or Wharf situate at the Extremity of *Neyland Point*, of such Accommodation for the landing and shipping of Passengers and Goods by means of Floating Stages and other Conveniences as the Company are or may be authorized to construct, and from Time to Time to make Byelaws, Rules, and Regulations for the Management, Use, and Safety of the said intended Landing Places, and the Works, Accommodations, Passage, and Approaches to and connected therewith, and with reference to the Navigation, Anchorage, and Mooring of Vessels in *Milford Haven* near to the said Landing Places, so far as may be necessary to secure free Access thereto and Departure therefrom; but such Byelaws, Rules, and Regulations as have reference to the Navigation, Anchorage, and Mooring of Vessels aforesaid shall not be lawful or have any Force or Effect until the same be approved of by the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty.

Power to
stop up Road
numbered 7
on Plans.

LXXXVI. It shall be lawful for the Company to stop up and discontinue the Road numbered 7 in the Parish of *Saint Mary Cardiff* on the Plans referred to in "The *South Wales* Railway Act, 1845."

Power to
take Tolls
herein men-
tioned.

LXXXVII. It shall be lawful for the Company to demand any Tolls for the Use of the Railways comprised in their Undertaking not exceeding the following; (that is to say,)

Tonnage on
Goods, &c.

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 Merchandise, *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,

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

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 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; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum *per Mile* not exceeding Twopence:

Second, in respect of Passengers and Animals conveyed in Carriages upon the Railway, as follows: Tolls for Passengers.

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

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.

LXXXVIII. 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.

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

For all 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:

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For

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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 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 on in proportion for any smaller Quantity.

Tolls for
small Parcels
and Articles
of great
Weight.

XC. Notwithstanding the Rate of Tolls prescribed by this Act, the Company may, with respect to small Packages and single Articles of great Weight, lawfully demand the Toll following ; (that is to say,)

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, One Shilling :

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

For any Parcel exceeding Fourteen Pounds and not exceeding Twenty-eight Pounds in Weight, Two Shillings and Sixpence :

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

And for any Parcel exceeding Fifty-six Pounds in Weight, the Company may demand any Sum which they think fit :

Provided always, with respect to all the said Railways, 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, including the Carriage, shall be less than Four Tons, the Company may demand such Sum as they think fit, not exceeding Twopence *per* Ton *per* Mile :

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

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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.

XCI. Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twelve Pounds in Weight for First-class Passengers, Sixty 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. Passengers Luggage.

XCII. The maximum Rate of Charge to be made by the Company for Conveyance of Passengers upon the Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums: Maximum Rates of Charges for Passengers;

For every Passenger conveyed in a First-class Carriage the Sum of Threepence *per Mile*:

For every Passenger conveyed in a Second-class Carriage the Sum of Twopence *per Mile*:

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

XCI. 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 Waggon or Trucks, and locomotive Power, and every Expense 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 Cattle, Goods, &c.

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

For every Ox, Cow, Bull, or Neat Cattle, the Sum of Twopence *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 each *per Mile*:

For every Carriage, the Sum of Sevenpence *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 Twopence *per Ton per Mile*:

For

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

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

Restriction
as to Charges
not to apply
to Special
Trains.

XCIV. Provided always, 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 Railway, but shall apply only to the Ordinary or Express Trains appointed or to be appointed from Time to Time by the said Company for the Conveyance of Passengers upon the Railway.

Company
may take in-
creased
Charges by
Agreement.

XCV. Provided further, That nothing herein contained shall be held to prevent the Company from taking any increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, by 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 Company in relation thereto.

Maximum
Rate of
Charge on
Forest of
Dean Rail-
way and
Dean Forest
Branch.

XCVI. Provided always, with respect to Coals, Coke, Culm, Charcoal and Cinders, Stones for building, pitching, and paving, Timber of all Sorts, Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or into other Articles of Merchandise, carried or conveyed over or upon the *Forest of Dean* Railway and *Dean Forest* Branch, the following Regulations shall apply ; (that is to say,)

The maximum Rate of Charge to be made by the Company in whom the said Railway or Branch shall be vested, including the Charges for locomotive Power and all other Charges, except for the Use of Waggon or Trucks, incidental to the Conveyance of such Goods along the said Railways or either of them or any Portion thereof respectively, and also including the Use of the Company's Wharves at *Bullo Pill* for any Period not exceeding Two Months, (except a reasonable Charge for the Expense of loading and unloading, where such Service is performed by the Company,) shall not exceed the Sum of Twopence *per Ton per Mile* ; and if Waggon or Trucks shall be supplied by the Company otherwise than under the Provisions in this Act contained, requiring them in certain Cases to supply the same, shall not exceed the Sum of Threepence *per Ton per Mile*, anything in any Act or Acts of Parliament relating to the said *Forest of Dean* Railway (formerly called the *Bullo Pill* Railway) to the contrary thereof in anywise notwithstanding : Provided nevertheless, that for the Carriage of any single Piece of Timber, Stone, Machinery,

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Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand such reasonable Sum as they think fit: Provided also, that when any such Articles or Things shall be conveyed to or from any Point within Two Miles of the said *Bullo Pill* Wharves, and for a less Distance than Five Miles, it shall be lawful for the Company to demand and receive in respect thereof the same Charges which they would have been entitled to demand and receive for the same if such Articles or Things had been conveyed for the Distance of Five Miles:

The Company in whom the *Forest of Dean* Railway or the *Dean Forest* Branch shall be vested shall and they are hereby required from Time to Time and at all Times to find and provide sufficient locomotive Power when and as the same shall be required, and as soon as an adequate and sufficient Load shall be in readiness to convey all Merchandise, Articles, empty Waggon, Trucks, Matters, and Things upon and along the said last-mentioned Railway:

Locomotive Power to be provided by the Company.

In respect of any of the said Articles or Things which shall be conveyed along the *Forest of Dean* Railway or the *Dean Forest* Branch, or either of them respectively, or any Portion thereof respectively, but not to or from any Point within Two Miles of the said Wharves at *Bullo Pill*, the Company shall not be bound to find or provide locomotive Power, except only that in case any such Articles or Things shall have to be so conveyed for a Distance of Three Miles or upwards, then and in every such Case, when an adequate and sufficient Load shall be in readiness, the Company shall, on reasonable Notice, convey such Goods by some of such Trains (if any) propelled by the locomotive Power of the Company (not being Trains for which the Company shall have been specially required to provide locomotive Power for other Parties) as may happen to be passing up or down the said Railways:

In certain Cases Company not to be bound to provide locomotive Power.

It shall be lawful for the Company to demand and receive Payments in respect of any of the said Articles or Things which shall be conveyed along the *Forest of Dean* Railway or the *Dean Forest* Branch, or either of them, but not to or from any Point within Two Miles of the said Wharves at *Bullo Pill*, after the following Rates; namely, any Rate not exceeding One Penny Three Farthings *per Ton per Mile* for Tolls for the Use of the Railways; any Rate not exceeding One Penny *per Ton per Mile* for locomotive Power if and when provided by the Company; and any Rate not exceeding Three Farthings *per Ton per Mile* for the Use of Waggon or Trucks if and when supplied by the Company, otherwise than under the Provisions in this Act con-

Prescribing Rates of Tolls and Charges in certain Cases.

[Local.]

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tained,

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tained, requiring them in certain Cases to supply the same; yet so, nevertheless, that the maximum Charge to be made when locomotive Power is supplied by the Company, including Tolls for the Use of the Railway, shall not exceed the Sum of Twopence *per Ton per Mile*; and when Waggon or Trucks, otherwise than under the Provision before referred to, are supplied by the Company, as well as locomotive Power, the maximum Rate of Charges to be made, including Tolls for the Use of the Railway, shall never exceed in the whole the Rate of Threepence *per Ton per Mile*: Provided always, that when any such Articles or Things shall be conveyed for a less Distance than One Mile, but not to or from any Point within Two Miles of the said Wharves at *Bullo Pill*, the Company shall be entitled to demand and receive the same Charges which they would have been entitled to demand and receive for the same if they had been so conveyed for a Distance of One Mile:

Charge to be made for the Use of Wharves at Bullo Pill.

In respect of any of the said Articles or Things which shall be conveyed along any Part of the *Forest of Dean* Railway or the *Dean Forest* Branch, and shall be shipped from or landed at or laid upon the said Wharves at *Bullo Pill*, no Charge shall be made by the Company for the Use of such Wharves, except as to any Articles or Things which shall remain at or upon the same for any Time exceeding Two Months, in respect of which additional Time the Company may take the following Tolls or Sums; namely, any Sum not exceeding the Sum of One Penny *per Ton* for any such additional Time not exceeding One Month; Twopence *per Ton* for any such additional Time exceeding One Month and not exceeding Two Months that any such Articles or Things shall remain at or upon the same; Threepence *per Ton* for any such additional Time exceeding Two Months and not exceeding Three Months; and so on in the same progressive Increase of Charge, at the Rate of One Penny *per Ton per Month* for any such additional Period exceeding Three Months:

Company to provide Waggon or Trucks on Application.

The Company in whom the *Forest of Dean* Railway or the *Dean Forest* Branch shall be vested shall and they are hereby required from Time to Time and at all Times to find and provide Waggon or Trucks for the Conveyance upon the same Railways of Coals, Coke, and other Minerals, Goods, Merchandise, Articles, and Things when and so often as Application may be made to them so to do, and that the Rate of Charge on or Payment made by the Person making such Application shall be such as may be agreed on, or, in case of Difference between such Person and such Company as aforesaid, as may be settled and determined by Arbitration as a fair and remunerative Payment for the Supply

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Supply and Use of the Waggon or Trucks so required, such Arbitration to be carried into effect under the Powers of and in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845."

XCVII. It shall be lawful for the Company and the *Swansea Vale* Railway Company to enter into and carry into effect such Agreements and Arrangements, and upon such Terms and Conditions as they may think fit in respect of the Conduct, Management, Use, and working by the Company of all or any Part of the Railway for the Time being belonging to the *Swansea Vale* Railway Company, or by the *Swansea Vale* Railway Company of any Part of the Railway for the Time being belonging to the Company, and of the Traffic passing along or over the same Railways respectively, and in respect of the Payment and also the Division and Apportionment between the last-named Companies of the Charges and Expenses of such Conduct, Management, Use, and working, and of the Tolls, Rates, and Duties received in respect of such Traffic.

Powers for Company and Swansea Vale Railway Company to make Arrangements as to Use of the Swansea Vale Railway.

XCVIII. Provided always, That if at the Expiration of Ten Years from the making of any such Agreement the Board of Trade shall be of opinion that the Public Interests are injuriously affected by any of the Terms or Conditions thereof, it shall be lawful for the said Board to require the said Companies to modify the Terms and Conditions of such Agreement, in such Manner as the said Board shall think necessary for removing such Public Injury: Provided also, that no Agreement which shall be made under the Provisions of this Act between the Company and the *Swansea Vale* Railway Company shall in any Manner alter, affect, increase, or diminish any of the Tolls which the said Companies respectively shall for the Time being be authorized and entitled to demand and receive from any Person or any other Company, but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of such respective Railways or Portions thereof, upon the same Terms and Conditions and on Payment of the same Tolls as they would have been in case no such Agreement had been entered into.

Agreements between Companies not to prejudice Third Parties.

XCIX. It shall be lawful for the *Great Western* Railway Company, with the Consent of Three Fifths of the Votes of the Shareholders present, in Person or by Proxy, at a Meeting of that Company convened with Notice of such Object, to guarantee the Payment of, and to pay Dividends or Interest on all or any Part of the Money to be expended in or about the Objects of this Act, or any of them; provided, that such Guarantee shall not affect the Rights of the Preference Shareholders in the *Great Western* Railway Company.

Power for Great Western Railway Company to guarantee Interest.

C. Whereas

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Power for
Great West-
ern Railway
Company to
subscribe
and hold
Shares in the
Company.

C. Whereas under "The *South Wales* Railway Act, 1845," the *Great Western* Railway Company are authorized to become Holders of Shares in the Capital of the Company by that Act authorized to the Extent of Six hundred thousand Pounds, and by "The *South Wales* Railway Act, 1854," are entitled as Holders of such Shares to their Proportion of any additional Capital: Be it enacted, That the *Great Western* Railway Company may be and become Holders of Shares in the Capital of the Company to the Extent of Six hundred thousand Pounds, and may dispose of their said Shares as if the said Acts had not been hereby repealed, and may also to the Extent of their Proportion of such additional Capital become further Subscribers to and acquire further Shares in the Capital of the Company; and it shall be lawful for the *Great Western* Railway Company to appropriate for or towards the Acquisition of Shares in the Undertaking of the Company any Part of their Corporate Funds which may not be required for the Purposes to which they are by the Act or Acts by which the same are authorized to be raised made specially applicable: Provided always, that nothing in this Act contained shall authorize the *Great Western* Railway Company to become Subscribers for or to contribute further Capital for the Construction of any new Railway, Extensions or Branches of the said *South Wales* Railway Company, which were not sanctioned previously to the present Session of Parliament.

Power for
Great West-
ern Railway
Company to
raise Capital
for the Pur-
pose.

CI. For the Purposes mentioned in the last preceding Enactment, it shall be lawful for the *Great Western* Railway Company to raise any Sum of Money, not exceeding the Amount represented by the Shares in the Company which they are so authorized to hold or acquire by the Creation of new Shares in the said *Great Western* Railway 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 the *Great Western* Railway 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 such Amount, for such Periods, and upon such Conditions respectively, as to the Redemption of Shares by the said *Great Western* Railway Company or otherwise, as the Holders for the Time being of such Shares, or Parties in whose Hands the same may be placed as Security, and the said last-mentioned Company, may mutually agree on.

Power to
make
Arrange-
ments with

CII. It shall be lawful for the Company and for the *Great Western* Railway Company from Time to Time to enter into and carry into effect such Agreements as they may think fit, for or in respect of the
Conduct

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Conduct and Management, Use and Working by the *Great Western* Railway Company of all or any Railways, Branch Railways, or Works comprised in the Undertaking of the Company, or of any Part or Parts thereof respectively, and for or in respect of the Traffic passing along or over such Railways and Branch Railways, or any or either of them, and for or in respect of the Payment and also the Division and Apportionment between the said Two Companies of the Charges and Expenses of such Conduct, Management, Use, and Working, and of the Tolls, Rates, and Duties received in respect of such Traffic.

Great West-
ern Railway
Company as
to working
South Wales
Railway, &c.

CIII. Provided always, That no Agreement which shall be made under the Provisions of this Act between the *Great Western* Railway Company and the Company shall in any Manner alter, affect, increase, or diminish any of the Tolls which the said Companies respectively shall for the Time being be authorized and entitled to demand and receive from any Person or any other Company, but that all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of such respective Railways or Portions thereof, upon the same Terms and Conditions and on Payment of the same Tolls as they would have been in case no such Agreement had been entered into.

Agreements
between the
Companies
not to preju-
dice Third
Parties.

CIV. 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 Railways and other Works comprised in their Undertaking, 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 *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 any such Lease.

Power to
lease the
Railway, &c.

CV. It shall also 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 sell and transfer the said Railways and Works, or any 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 *Great Western* Railway Company, by and with the like Authority on the Part of their Proprietors, to purchase the said Railways

Power to
sell the Rail-
way, &c.

[Local.]

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and

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and Works, or any of them, or any Part thereof 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 Common Seal of the Company, in which the Consideration for such Purchase shall be fully and truly stated, and which shall be duly stamped with the full and proper Stamp Duty in respect of such Consideration, shall be sufficient Evidence, the *Great Western* Railway Company may have and hold the Railways and Works, or such of them or such Part thereof or such Share therein as 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 in relation thereto.

Great Western Railway Company may create Shares for effecting Purchase.

CVI. For the Purposes aforesaid, it shall be lawful for the *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 *Great Western* Railway as may be necessary for completing such Purchase, or for constructing and working the said Railways and Works, or such of them or such Part thereof respectively as may be the Subject of such Purchase, provided that the Amount to be raised by such additional Shares shall not exceed the Amount of Capital authorized to be raised for the Purposes of the Undertaking of the Company; and the *Great Western* Railway Company may also borrow upon Mortgage any Sum or Sums of Money not exceeding in the aggregate the Amount which the Company may be authorized to borrow on Mortgage or Bond; provided, that the Money so borrowed by the *Great Western* Railway Company shall be applied, so far as may be requisite, in paying off and satisfying the Mortgage or Bond Debt of the Company for the Time being, and the Residue of the Money so borrowed shall be applied to the Purposes of the Undertaking of the Company.

After Purchase Railway, &c. to be amalgamated.

CVII. From and after such Purchase as aforesaid, if any such shall take place, the Railways and Works, or such of them 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 *Great Western* Railway 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 Acts incorporated herewith in and relating to the Railways and Works comprised in the Undertaking 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

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made or done by the Company, be applied and applicable to the *Great Western* Railway Company, their Officers, Agents, and Servants, in every respect as if the *Great Western* Railway had been in every Case in this Act written in lieu and stead of the *South Wales* Railway.

CVIII. It shall be lawful for the Company and for the *Great Western* Railway Company, or the Directors thereof respectively, 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.

Power to enter into Contracts for such Purposes.

CIX. All the Provisions set forth in the Schedule (C) to this Act of the several Acts of Parliament therein mentioned, and all Provisions in other Acts of Parliament conferring Powers upon or otherwise relating to the *South Wales* Railway Company, shall continue in full force notwithstanding the passing of this Act, and may be enforced either by or against the Company, in like Manner and to the same Extent as they might have been enforced if this Act had not been passed; and all Acts, Agreements, Matters, and Things made and done thereunder, or by virtue or in pursuance thereof, or which may have been confirmed or sanctioned thereby, shall be unaffected by the passing of this Act.

Certain Provisions of other Acts not to be affected by the Bill.

CX. Previously to commencing any Work whatever below High-water Mark at ordinary Spring Tides, the Company shall deposit at the Admiralty Office Plans, Sections, and Working Drawings of the said Work, for the Approval of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty, and such Work shall be constructed only in accordance with such Approval; and when any such Work shall have been commenced or constructed, it shall not be lawful for the Company at any Time to alter or extend the same without obtaining previously to making any such Alteration or Extension the like Consent or Approval; and if any such Work shall be commenced or completed, or be altered, extended, or constructed, contrary to the Provisions of this Act, or if any Work affecting tidal or navigable Water may have been commenced or completed contrary to the Provisions of the Acts hereby repealed or any of them, it shall be lawful for the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral to abate, alter, and remove the same, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs of Suit.

Works below High-water Mark not to be executed without Consent of the Admiralty.

CXI. If

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Admiralty
may order
local Survey
at Expense
of Company.

CXI. If at any Time or Times it shall be deemed expedient by the Lord High Admiral of the United Kingdom, or the Commissioners for executing the Office of Lord High Admiral, to order a local Survey and Examination of any Works of the Company, either already constructed or to be constructed in, over, or affecting any tidal or navigable Water or River, or of the intended Site thereof, the Company shall defray the Costs of every such local Survey and Examination; and the Amount thereof shall be a Debt due to Her Majesty from the Company, and if not paid upon Demand may be recovered as a Debt due to the Crown with the Costs of Suit, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Works affect-
ing tidal
Waters
abandoned,
&c. may be
removed by
Admiralty at
Expense of
Company.

CXII. If any Work already constructed or to be constructed by the Company in, under, over, through, or across any tidal Water or navigable River, or if any Portion of any such Work which affects or may affect any such Water or River or Access thereto shall be abandoned or suffered to fall into Disuse or Decay, it shall be lawful for the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company; and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs of Suit.

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

CXIII. Nothing herein contained shall be deemed or construed to exempt the Undertaking of the Company, or the Company, 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 and of the Rates for small Parcels authorized by this Act.

Saving
Rights of the
Crown.

CXIV. Nothing contained in this Act or in the Acts herein recited or referred to shall extend to authorize the said Company to purchase, take, use, or otherwise interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, first had and obtained for that Purpose, and which such Commissioner or Commissioners is and are hereby authorized and empowered to give, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities.

The South Wales Railway Consolidation Act, 1855.

Authorities which now are or hereafter may be vested in or enjoyed by Her Majesty, Her Heirs or Successors.

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

The South Wales Railway Consolidation Act, 1855.

SCHEDULE (A.) referred to in the foregoing Act.

Sections of the repealed Acts relating to the South Wales Railway Company continued in force by this Act.

THE SOUTH WALES RAILWAY ACT, 1845.

Section XXIV.

Protecting
Church and
Rectory of
Mitcheltroy.

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.

Section XXVI.

Line at Llan-
elly and Pem-
brey to be con-
structed as
approved of by
Commissioners
of Woods and
Forests.

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 Carmarthen, 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 Carmarthen 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.

Section XXVII.

Saving the
Rights of the
Marquis of
Bute.

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

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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, Privileges, and Advantages shall remain as good, valid, and effectual as if this Act had not been passed.

Section XXVIII.

That the Company shall deepen, straighten, and secure by Walls the main Stream, both above and below the said Bridge over the said River Towy, 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 Towy 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 Expense of the Company.

Stream of River above and below the Bridge to be strengthened and secured.

Section XXIX.

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 Towy 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 Towy, 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.

Vessels not to be unnecessarily detained in passing Bridge.

Section XXX.

That during such Time or Times as the Bridge intended to be erected for carrying the said Railway over the River Towy 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 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 Expense, 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.

For protecting the Navigation of the River Towy.

Section

The South Wales Railway Consolidation Act, 1855.

Section XXXI.

Drawbridge to
be made across
the River
Towy.

That the said Railway shall cross the River Towy 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.

Section XXXVII.

Authorizing
Sale of Lands
belonging to the
Duchy of Lan-
caster, and
providing for
Application
of Purchase
Money.

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 the Fee Simple and Inheritance of the same Lands, anything 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 Revenue 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 Moneys 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,"

The South Wales Railway Consolidation Act, 1855.

“Crown;” or the said Moneys, and also any such other Moneys, 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 Moneys (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 Heirs 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 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.

The Schedule marked (X.) above referred to.

These are to witness that in consideration of the Sum of		Conveyance to
Pounds, paid to <i>A.B.</i> of	by <i>C.D.</i> the Receiver General	Her Majesty in
of the Revenues of the Duchy of Lancaster, on behalf of Her Majesty, he the		right of the
said <i>A.B.</i>	doth by these Presents grant, convey, and assure	Duchy of Lan-
unto the said <i>C.D.</i>	his Heirs and Assigns, all that	caster.
	to have and to hold the same unto the said	
<i>C.D.</i>	his Heirs and Assigns, to the Use of Her said Majesty,	
Her Heirs and Successors, in right of Her said Duchy.		
In witness, &c.		

Section 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.

Section 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

For protecting
Drainage of
Level Lands in
the Hundred of
Caldicot.

[*Local.*]16 *M*

Levels,

The South Wales Railway Consolidation Act, 1855.

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.

Section XL.

Powers of
Drainage Com-
missioners not
to be dimi-
nished.

That nothing herein contained (subject nevertheless to the Provisoos 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 Commissioners 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 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

The South Wales Railway Consolidation Act, 1855.

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.

Section XLI.

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

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

Section XLII.

That in carrying the Railway across the River Loughor, which separates the Counties of Carmarthen and Glamorgan, the Company shall and they are hereby required to make and provide a Swing Bridge or Drawbridge for the passing of Vessels of a Width or Opening of not less than the Width or Opening of the present Swing Bridge across the said River on the Road from Loughor to Llanelly, and on the same Side of the River as such present Swing Bridge, and the Company shall employ and provide proper and sufficient Persons to open the said Swing Bridge, 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.

As to crossing of River Loughor.

Section XLIII.

That the 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 Deviations from the Levels of the Railway as referred to the common Datum Line of the Section of

As to crossing River Tawe at Swansea.

The South Wales Railway Consolidation Act, 1855

of the Railway deposited as herein-before mentioned, which may be required for that Purpose, 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.

Section XLIV.

Not to take
Lands of T. D.
Place, Esq.

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.

Section XLV.

Not to prevent
Nathaniel
Cameron, Esq.
making a cer-
tain Railway.

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 Dany-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 Loughor 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.

THE SOUTH WALES RAILWAY AMENDMENT ACT, 1846.

Section XIII.

As to Dépôt at
Baglan Bay.

And whereas the Line of the said Railway approaches the navigable River Neath and Baglan Bay in the Parishes of Briton Ferry and Baglan, or One of them, upon the Property of the Right Honourable the Earl of Jersey, and it is expedient that a proper Dépôt or Station should be made, with requisite Shipping or Landing Places on the Banks of the said River or Bay in the said Parishes, or One of them, in communication with the said Railway: And whereas the said Earl of Jersey is willing that the said Dépôt or Station should be made on his Property: Be it therefore enacted, That the said Company shall and they are hereby required to make such Dépôt or Station as aforesaid, in the aforesaid Parishes or One of them, in such Position as shall be agreed with the said Earl, or other the Owner or Owners of and other Persons interested in the Lands which may be requisite to be taken for the Purposes of the same, and with the previous Consent of such Owners and Persons respectively.

Section XIV.

Accommodation
for Severn and
Wye Railway
Company.

And whereas the Railway hereby authorized is intended to cross the Severn and Wye Railway upon a Level near to the Port of Lydney: Be it enacted, that the South Wales Railway Company shall, if required by the Severn and Wye Railway and Canal Company, and at the Expense of the last-mentioned Company, construct and maintain on the Lands which they are authorized to purchase and take, and to the Satisfaction of their own Engineer, such Sidings and Openings in connexion with their Railway and with the said Severn and Wye

The South Wales Railway Consolidation Act, 1855.

Wye Railway, as may be necessary for effecting a Communication between the said Two Railways, and the said South Wales Railway Company shall also afford to the said Severn and Wye Railway and Canal Company, and to their Officers and Servants, all proper Facilities for the Interchange of Traffic between the said Two Railways.

Section XV.

That nothing herein contained shall extend or be construed to extend to prejudice, lessen, alter, or take away any of the Rights, Privileges, Powers, or Authorities of the Commissioners of Sewers for the Lower Level of the County of Gloucester by virtue of their Commission and the General Laws relating to Sewers or otherwise; but such Rights, Privileges, Powers, and Authorities of the same Commissioners shall remain, continue, and be in full Force and Effect, and all Bridges, Clyces, Tide Sluices, Doors, Gates, Locks, and other Works which shall be built, erected, made, done, or executed under the Provisions of this Act in, over, under, upon, or across any River, Rhine, Drain, or Water-course under the Jurisdiction of the said Commissioners of Sewers, and all Dams, Banks, Sea Walls, and other Works which shall be made under the Provisions of this Act for preventing the Sewage or Draining of any Lands within the said Lower Level from being injured or impeded, or for preventing the said Lands from being injured by the Influx of the Sea, shall in every respect be built, erected, made, done, and executed, if not previously agreed upon or consented to by the said Commissioners of Sewers, as the same shall be determined on, at the Expense of the said Company, by Two Engineers, one to be appointed by the said Company and the other by the said Commissioners of Sewers; and if such Engineers shall not agree in the Premises the Matter in dispute shall be referred to a Third Engineer at the Expense of the said Company, to be named as Umpire by the said Two Engineers, and the Decision of such Umpire shall be final; and the said Company shall give Fourteen Days Notice in Writing to the said Commissioners of Sewers or their Clerk before they shall begin to build, erect, make, do, and execute the same or any of them respectively.

Saving Rights of Commissioners of Sewers of the Lower Level of the County of Gloucester.

Section XVI.

Provided always, and be it enacted, That nothing herein contained shall extend or be construed to extend to enable the said Commissioners of Sewers to interrupt or hinder the Execution of this Act, the said Company from Time to Time making, erecting, and maintaining all such Bridges, Clyces, Tide Sluices, Doors, Gates, Locks, Dams, Banks, Sea Walls, Rhines, Drains, and other Works, and doing all such other Things as may be necessary and as may be lawfully required by the said Commissioners of Sewers under the Powers and Authorities vested in them by their Commission and the General Laws relating to Sewers or otherwise, or by the Provisions of this Act, to be made, erected, done, and executed, for preventing the Drainage or Sewage of any Lands within the said Lower Level from being injured or impeded by the Means of the making and maintaining the said Railway and other Works by this Act authorized to be made and maintained, or any of them, and for preventing the said Lands from being injured by the Influx of the Sea.

Commissioners of Sewers not to interrupt Works.

Section XVII.

Provided always, and be it enacted, That all Bridges, Clyces, Tide Sluices, Doors, Locks, Dams, Banks, Sea Walls, Rhines, Drains, and other Works which
[Local.] 16 N shall

Bridges, &c. to be under the Jurisdiction of

The South Wales Railway Consolidation Act, 1855.

the Commis-
sioners.

shall be built, erected, made, done, or executed by the said Company for preventing the Sewage or Drainage of the Lands within the said Lower Level from being injured or impeded, or for preventing the same from being injured by the Influx of the Sea, shall for ever afterwards be and remain under the Jurisdiction of the said Commissioners of Sewers, and shall be maintained, scoured, cleaned, and kept in repair, and, if necessary, enlarged and altered by and at the Expense of the said Company, unless when the same shall have been built, erected, made, done, or executed by the said Company in lieu and substitution of other Works previously existing under the Jurisdiction of the said Commissioners, or by Addition to or Enlargement of such Work, in which Cases it shall be lawful for the said Commissioners of Sewers to direct by Inquiry and Presentment of a Jury by whom and in what Manner and Proportions, having regard to previous Liabilities, such last-mentioned Bridges, Clyces, Tide Sluices, Doors, Locks, Dams, Banks, Sea Walls, Rhines, Drains, and other Works so built, erected, made, done, or executed by the said Company shall be maintained, scoured, cleansed, and kept in repair, in like Manner in all respects as Commissioners of Sewers are empowered to do by the Statute of Third and Fourth William Fourth, Chapter Twenty-second, Section Nineteen, in the Cases therein provided for.

Section XXIV.

Saving Rights
of the Crown.

That nothing contained in this Act or in the Acts herein recited or referred to shall extend to authorize the Company to purchase, take, or use any Land or Soil, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, or any Two of them, first had and obtained for that Purpose, and which such Commissioners or any of them are hereby authorized and empowered to give, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors.

THE SOUTH WALES RAILWAY ACT, 1847.

Section XI.

Company to
construct an
Embankment
along the Strand
of Loughor
Estuary.

That the Company shall construct an Embankment along the Strand of Loughor Estuary in the Deviation between Pembrey and Llanelly, in such Manner that no Flux or Reflux of the Tide be permitted to pass within the Embankment.

Section XII.

As to Bridge
over River
Taff.

That the said Railway shall be carried across the River Taff by a Bridge as described on the Plan deposited at the Admiralty, and that the Diversion of the said River Taff by this Act authorized shall be made as much to the Eastward as Circumstances and the Line of Deviation will admit of.

Section XIII.

Lights to be
kept burning on
Bridge.

That during the Construction of the said Bridge and Works connected therewith the said Company shall cause to be hung out or exhibited, every Night from Sunset to Sunrise, a Light, to be kept burning by and at the Expense of the Company, for the Navigation and safe Guidance of Vessels, and for ever after the Completion of the said Bridge the said Company shall cause to be
hung

The South Wales Railway Consolidation Act, 1855.

hung out or exhibited upon or near to the Centre of the said Bridge, every Night from Sunset to Sunrise, a good and sufficient Light, to be kept burning by and at the Expense of the Company, for the Navigation and safe Guidance of Vessels, and which Light shall be from Time to Time altered by the said Company in such Manner and be of such Description and be so used as the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral shall, by Writing under the Hand of the Secretary of the Admiralty, approve of; and in case the said Company shall neglect to exhibit and keep either of such Lights burning as aforesaid they shall forfeit and pay for every such Neglect the Sum of Ten Pounds.

Section XIV.

That if any Bridge or Work to be constructed by the Company in or across any tidal Water or navigable River, or if any Portion of the Railway which affects any such Water or River, or Access thereto, shall be abandoned by the Company, it shall be lawful for the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral to abate and remove the same or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly.

If Bridges, &c. abandoned, Admiralty may remove same.

Section XV.

That nothing in this Act or in the said recited Acts or any of them contained shall enable the said Company to deviate to the Northward of the said new or altered Line of Railway, as described in the Plans referred to in this Act, commencing at or near the Fifty-sixth Mile and Seventh Furlong in the Parish of Llanelly, and terminating at or near the Fifty-third Mile and Fifth Furlong in the Parish of Pembrey; but that, notwithstanding any Powers of Deviation given by this Act or the said recited Acts, or any of them, the said Line or altered Line of Railway from and to the Points before mentioned shall be constructed so that the Centre of the said Road or Embankment shall not extend further Northward than the Line marked and described on the said Plans and Books of Reference so deposited as aforesaid.

Company not to deviate to the Northward of the Llanelly and Pembrey Deviation, as laid down on the Plans.

Section XVI.

That the said Company shall, if required by the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings so to do, at their own Costs make and permanently maintain the Culverts herein-after mentioned under the Embankment of the said Railway, each of such Culverts being of a Width not less than Five Feet, and of a Height not less than Five Feet; (that is to say,) Three of such Culverts at the Point where the said intended Line of Railway, as marked in the Plan referred to in this Act, crosses the former or old Bed of the said River Lliedi, such River having been lately diverted by a new Cut into Llanelly Harbour, between the Fifty-sixth Mile and Third Furlong and the Fifty-sixth Mile and Fourth Furlong; Two of such Culverts at the Point where the said intended Line of Railway, as marked on the same Plan, crosses the Bed of the River Stradey or Yard River, at or about the Fifty-Fifth Mile and Fourth Furlong; and One of the said Culverts at the Point where the said intended Line of Railway, as marked on the same Plan, crosses the Davaty River, at or about the Fifty-fourth Mile and

Provision as to Culverts.

Sixth

The South Wales Railway Consolidation Act, 1855.

Sixth Furlong; that the several Culverts aforesaid shall be provided with good and substantial Sluice Doors, well and firmly hung on the Face of such Culverts, on the South or Sea Side of the Railway, such Sluice Doors to be made and permanently maintained at the Expense of the said Company, so as to allow of the free Exit of the Water from the Land Streams, and effectually to prevent the tidal Water from passing through any of such Culverts to the Land or North Side of the Railway.

Section XVII.

Crossings to be made at certain Points.

That the said Company shall and they are hereby required to make and permanently maintain at their own Expense the Level or Surface Crossings herein-after mentioned; that is to say, One of such Crossings to be made over the said Railway on the East Side of the new Cut made for the Diversion of the said River Lliedi at the Point where the said Railway is intended to cross the Line of the old Road or Highway leading from that Part of the Borough Hamlet in the Parish of Llanelly, commonly called or known by the Name of "Llanelly Sea Side," to or near to a Place commonly called the Iron Bridge; One other of such Crossings at some Point not more than Two hundred Yards to the West of the said new Cut; Two other of such Crossings at some Points to be chosen and determined upon by the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, between the Fifty-fifth Mile and Fifty-sixth Mile and Sixth Furlong; and One other of such Crossings at some Point to be chosen and determined upon by the said Commissioners, between the Fifty-third Mile and Fifth Furlong and the Fifty-fifth Mile.

Section XVIII.

Commissioners of Woods empowered to contract with the Company for Property of the Crown.

And whereas the Queen's most Excellent Majesty in right of Her Crown is or claims to be seised to Herself, Her Heirs and Successors, of a certain Forest or Tract of Land called Dean Forest in the County of Gloucester, and Her Majesty in right of Her Crown is or claims to be seised of divers other Lands proposed to be acquired and used by the Company for the Purposes of the said Railways or Branches: Be it enacted, That it shall be lawful for the Commissioners for the Time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings on behalf of Her Majesty to contract and agree with the said Company for the Sale of all the Estate, Right, Title, and Interest of Her Majesty in and to such Portion of the said Forest as the Company are by this Act empowered to purchase, for such Price and subject to such Conditions, Restrictions, and Reservations as shall be settled and agreed upon between the said Commissioners and the Company; and upon Payment of such Sum of Money as shall be so agreed upon it shall be lawful for the said Commissioners for the Time being, on behalf of Her Majesty, by any Deed or Writing under their Hands and Seals, to convey to the Company for the Purposes of this Act such Portion of the said Forest so contracted to be sold as aforesaid, and every such Deed shall be enrolled, entered, and perfected, in such or the like Manner as Conveyances by the said Commissioners of Lands of Her Majesty (not being Part of any Royal Forest) are now by Law directed to be enrolled, entered, and perfected; and all Sums of Money to be paid for the same shall be paid by the Company into the Bank of England to the Account of the said Commissioners, in the Manner prescribed by an Act passed in the Tenth Year of the Reign of His late Majesty King George the Fourth, intituled "An Act to consolidate and amend the Laws relating
" to

The South Wales Railway Consolidation Act, 1855.

“ to the Management and Improvement of His Majesty’s Woods, Forests, Parks,
 “ and Chases of the Land Revenue of the Crown within the Survey of the
 “ Exchequer in England, and of the Land Revenue of the Crown in Ireland, and
 “ for extending certain Provisions relating to the same to the Isles of Man and
 “ Alderney,” with regard to the Payment of the Price or Consideration for Lands
 of the Crown sold by the said Commissioners under the Authority of that Act :
 Provided always, that if the whole or any Portion of the Lands of Her Majesty
 in right of Her Crown which may be conveyed to the said Company, either by
 the Forest of Dean Railway Company or by the said Commissioners in pur-
 suance of the Powers of this Act, shall not be wanted for the Purposes of this
 Act, or shall not be used or shall cease to be used for the Purposes of the said
 Railways or Branches for the Space of any Two consecutive Years, then the
 whole or such Part or Portion (as the Case may be) which shall not be so used
 or which shall cease to be so used as aforesaid shall immediately thereafter
 revert to and shall by virtue of this Act become again and be absolutely vested
 in the Queen’s most Excellent Majesty, Her Heirs and Successors, freed and
 discharged of and from all Claims and Demands of the Company, their Heirs,
 Successors, or Assigns, subject nevertheless to the same or the like Rights (if
 any) as are now subsisting over the same, anything which may be expressed in
 any Conveyance to the said Company to the contrary notwithstanding.

Section XIX.

That the Clauses and Provisions of “ The Railways Clauses Consolidation
 Act, 1845,” with respect to Mines lying under or near the said Railways or
 Branches shall extend and apply to the Mines of Her Majesty in right of Her
 Crown: Provided always nevertheless, that any Compensation to be paid or
 made by the said Company to Her Majesty for or in respect of such Mines,
 or any Injury done thereto, shall be settled and agreed upon between the said
 Company and the said Commissioners for the Time being, and in case any
 Dispute or Question shall arise between the Company and the said Commis-
 sioners as to the Amount of such Compensation, the same shall be settled in
 the same or the like Manner as is by this Act specially provided in the Case of
 Compensation to be paid by the said Company for any Lands of Her Majesty
 in right of Her Crown.

Providing for
 Compensation
 in respect of
 Injury done to
 Mines of Her
 Majesty.

Section XX.

That it shall be lawful for the Company and they are hereby required, at
 their own proper Costs and Charges, to arrange the Levels and Gradients of the
 Lines of the proposed Railways and Branches where it is intended to pass
 through any Lands of Her Majesty in right of Her Crown, so as thereby
 effectually to provide for such Communications as may be deemed necessary by
 the said Commissioners for the Time being on behalf of Her Majesty for the
 convenient Occupation and Enjoyment of the adjoining Lands of Her Majesty,
 and, if necessary, to deviate from the Line laid down on the Plans herein-before
 mentioned in such Direction, to such Extent, and in such Manner through the
 Lands of Her Majesty as may be deemed by the said Commissioners necessary
 or expedient, and the said Company shall at their own proper Costs and
 Charges, from Time to Time and when and so often as thereunto required so
 to do by any Notice in Writing from the said Commissioners for the Time
 being on behalf of Her Majesty, make, erect, and construct, and from Time to
 Time maintain and support, all such Gates, Bridges, Arches, Culverts, Tunnels,
 Openings, Roads, Ways, Passages, Drains, Fences, and Watering Places over

Company to
 construct Line
 through the
 Property of the
 Crown under
 Direction of the
 Commissioners
 of Woods, &c.

[*Local.*]

16 O

or

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or under or by the Side of the said Railway, of such Dimensions and Materials, in such Places, according to such Plans, and in such Manner in all respects as the said Commissioners for the Time being shall deem requisite or proper for the convenient Enjoyment or Occupation of the adjoining Lands of Her Majesty, Her Heirs or Successors, or for preserving the same from permanent or temporary Injury or Damage, and all such Gates, Bridges, Arches, Culverts, Tunnels, Openings, Roads, Ways, Passages, Drains, Fences, and Watering Places so to be made shall at all Times thereafter be kept in good Order and Repair by the said Company, to the Satisfaction of the said Commissioners for the Time being in all respects; and in case the said Company shall refuse or neglect so to do, it shall be lawful for the said Commissioners for the Time being on behalf of Her Majesty to construct such Gates, Bridges, Arches, Culverts, Tunnels, Openings, Roads, Ways, Passages, Drains, Fences, and Watering Places, and to repair and support the same from Time to Time as Occasion shall require, so that in the Construction or Repair thereof the said Railway shall not be obstructed for any longer Space of Time than shall be necessary for the doing thereof, and the Costs, Charges, and Expenses incurred by the said Commissioners in regard thereto shall be repaid to them by the said Company within Ten Days after Demand thereof made in Writing by any Notice addressed to the said Company by the said Commissioners, and left at the principal Office or One of the Offices or usual Places of Business of the said Company, and in default of Payment within the Time aforesaid the Amount of such Costs, Charges, and Expenses may be levied by Distress and Sale of any of the Goods and Chattels of the said Company, wherever the same may be found, for the Use of Her Majesty, Her Heirs or Successors, in the same or in the like Manner and with the same or the like legal Incidents as any Rent due to Her Majesty is or may be by Law recoverable and recovered, or the Amount of such Costs, Charges, and Expenses may, at the Option of the said Commissioners, be recoverable and recovered by and on behalf of Her Majesty, Her Heirs and Successors, in the same or the like Manner as any Debt of Record due and owing to Her Majesty is or may be by Law recoverable and recovered.

Section XXI.

The Company
to pay the
Expenses of
settling the
Price and of
the Convey-
ance.

That all the Costs, Charges, and Expenses incurred or to be incurred by or on behalf of the said Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings in relation to the Construction of the said Railways or Branches, or any Works, Matters, or Things appertaining thereto, through any Lands of Her Majesty in right of Her Crown, or in ascertaining and settling the Price or Compensation to be paid to the said Commissioners on behalf of Her Majesty as aforesaid in respect of any Lands or Mines of Her Majesty, and the Costs of any Conveyance to the said Company, and of the Enrolment and Entry thereof, shall be borne and paid by the said Company.

Section XXVIII.

Providing for
Compensation
to Owner of
Pwl Quay.

And whereas a Part of the new or altered Line of Railway by this Act authorized, and herein-before described as commencing near the Fifty-sixth Mile Seventh Furlong and terminating near the Fifty-third Mile Fifth Furlong of the South Wales Railway, passes between the Sea and certain Property called Pwl Quay belonging or claimed to belong to William Chambers, Esquire, in the Parishes of Pembrey and Llanelly, or One of them, in the County of Carmarthen: Be it therefore enacted, That in addition to any Compensation to

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to which they might otherwise be entitled under the "Lands Clauses Consolidation Act, 1845," the Company shall and they are hereby required before making the said altered Line to compensate the said William Chambers and the Lessees and Occupants for the Time being of the said Property for all Loss which they may respectively sustain by reason of the said Line of Railway interrupting the Communication between the said Property and the Sea, the Amount of such Compensation in case of Difference to be settled by Arbitration in the Manner specified by "The Lands Clauses Consolidation Act, 1845."

Section XXIX.

That the Compensation payable as aforesaid to the said William Chambers or other the Person for the Time being entitled to the said Quay shall be independent of and shall not be mixed up with any Purchase Money or other Compensation Money to which he shall be or claim to be entitled in respect of any Land taken or used for the Purposes of the Railway, or of any Lands injuriously affected by the Construction thereof.

Compensation for Quay not to be mixed up with other Compensation.

Section XXX.

And whereas by the said first-recited Act it is recited that the Line of the said Railway between the Property numbered 168 in the Plans, in the Parish of Llanelly in the County of Carmarthen, and a certain other Property in the Parish of Pembrey in the same County, numbered 51 on the said Plans, adjoined the Shore of the Sea or of the Estuary called the Bury River, or of the River Loughor, of which Her Majesty was Owner in right of Her Crown: And whereas the Right Honourable John Frederick Earl of Cawdor is or claims to be the Lord of the Honour or Manor of Kidwelly, and he claims to be the Owner of the Shore of the Sea bounding such Manor, which Shore comprises (among other things) the said Shore of the Sea or of the Estuary called the Bury River, or of the River Loughor, particularly mentioned in such first-recited Act as aforesaid: And whereas the Title to such Shore was, previously to the passing of the said first-recited Act, and still is, in controversy between Her Majesty and the said Earl Cawdor: And whereas the Recital in such Act that Her Majesty is Owner of the said Shore in right of Her Crown may, if unrepealed, tend to prejudice such Claims of the said Earl Cawdor, and unfairly operate to his Detriment: Be it therefore enacted, That so much of the said first-recited Act as is herein-before recited with respect to the Ownership of the said Sea Shore shall be and is hereby repealed, and that the Rights and Interests of Her Majesty and the said Earl Cawdor with regard to their respective Claims to the Ownership of the said Sea Shore shall remain the same in all respects as though such Recital had not been contained in the said Act.

Repealing Recital of former Act as to Ownership of Sea Shore.

Section XXXVI.

That the Moneys which may be payable by the South Wales Railway Company to the Forest of Dean Railway Company as the Consideration wholly or in part for the Sale or Transfer of the Forest of Dean Railway and all other the Lands and Property of the last-mentioned Company, shall be subject to, and, after the Payment or Satisfaction of all incidental Costs and Expenses, be applied in or towards the Discharge of the Debts and Liabilities of such Company; and the Surplus thereof, together with the remaining Funds and Assets of the same Company, shall be paid and distributed under the like Control and Superintendence amongst the Proprietors for the Time being of Shares

Application of Moneys payable to the Forest of Dean Railway Company.

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Shares in such Company, and in proportion to their several Rights and Interests in such Shares ; and from and after the Completion of such Purchase or Transfer, and the Distribution of the said Moneys in manner hereby authorized, the Forest of Dean Railway Company shall be dissolved and cease to exist, save only as respects and for the Purposes of the Satisfaction of any existing Debts or Liabilities of such Company and the general Settlement of the Affairs thereof: Provided always, that the South Wales Railway Company shall not be in any Manner bound to see to the Application or answerable for the Misapplication or Nonapplication of the Moneys which may be so payable by them as aforesaid.

Section XXXVII.

Receipts of
Executors, &c.
sufficient Dis-
charge.

That it shall be lawful for all Executors, Administrators, and Trustees, and they are hereby authorized and empowered, upon or with reference to the Sale or Transfer and the Distribution or Division of the Property and Funds of the Forest of Dean Railway Company, in the Manner herein-before authorized, to concur therein, and to give effectual and conclusive Receipts and Discharges for the Moneys to arise from or otherwise represent or be apportioned in respect of the Shares in the Capital of such Company which are or may be vested in them, or in which they are or may be interested in such respective Capacities, and so as to release the same Company from all Obligations in respect of the Amount and Application of the Moneys for or concerning which any such Receipt or Discharge shall be given, and they are hereby also authorized and empowered to accept and take such Moneys so to arise or be apportioned as aforesaid in lieu or satisfaction of the Shares which are or may be vested in them, or in which they are or may be interested as aforesaid.

Section XLII.

Saving Rights
of the Crown.

That nothing contained in this Act or in the Acts herein recited or referred to shall extend to authorize the Company to purchase, take, or use any Land or Soil, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, or any Two of them, first had and obtained for that Purpose, and which such Commissioners, or any Two of them, are hereby authorized and empowered to give, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors.

THE SOUTH WALES RAILWAY (EXTENSION OF TIME)
ACT, 1850.

Section II.

Parties ag-
grieved by Ex-
tension of Time
being granted
may have Com-
pensation for
additional
Damage.

Provided always, and be it enacted, That the Justices, Arbitrators, Umpires, or Juries respectively, as the Case may be, who, under the Provisions of the recited Acts, shall award or assess the Compensation to be made by the Company or the Owners or Occupiers of or other Persons interested in any of the Lands for the Purchase of which the respective Periods are by this Act extended, and which shall be taken or used for the Purposes of the Railways or Works by the recited Acts authorized, or which may be injuriously affected by the Construction thereof, shall, in estimating the Amount of such Compensation,

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tion, have regard to and make Compensation for the additional Damage (if any) sustained by such Owners, Occupiers, or other Persons by reason of the Extension hereby authorized of the respective Periods aforesaid.

Section III.

Provided also, and be it enacted, That the Extension hereby authorized of the respective Periods aforesaid shall not in anywise prejudice or affect any Contract entered into or Notice given by the Company before the passing of this Act for purchasing, taking, or using any Lands which under the recited Acts such Company is entitled to purchase, take, or use; but every such Contract and Notice respectively shall be construed and shall take effect, and the same Proceedings shall be had thereunder, and all Parties thereto shall be entitled to the same Rights and Remedies in respect thereof, both at Law and in Equity, as if such Extension of the said respective Periods had not been authorized as aforesaid.

Existing Contracts and Notices to take Land not to be affected.

THE SOUTH WALES RAILWAY (NEW WORKS) ACT, 1851.

Section VII.

That, notwithstanding anything in this Act contained, it shall not be lawful for the Company, or for any Person acting under or in execution of this Act, for the Purpose of forming the said Railway hereby authorized to join the Taff Vale Railway and the Works connected therewith, either permanently or temporarily to enter upon, take, or use, without the Consent in Writing of the said Taff Vale Railway Company under their Common Seal, any Land or Property now belonging to the said Taff Vale Railway Company or which they have Power to take under their Acts of Parliament, or in any Manner to alter, vary, or interfere with the said Taff Vale Railway or any Branch thereof, or any of the Works appertaining thereto.

Company not to take Property of Taff Vale Railway Company or interfere with their Railway and Works without Consent.

Section VIII.

That (except as is by this Act expressly enacted) nothing in this Act contained shall extend or be deemed or construed to extend to prejudice, diminish, alter, abridge, or in any way affect any of the Rights, Privileges, Powers, or Authorities vested in the Taff Vale Railway Company, but (except as aforesaid) there shall be saved and reserved to the said Taff Vale Railway Company all the Rights, Privileges, Powers, and Authorities to them belonging; and also (except as aforesaid) all the Powers, Authorities, and Provisions in the several Acts relating to the said Taff Vale Railway Company, as fully and effectually as if this Act had not been passed.

Saving the Rights of the Taff Vale Railway Company.

Section XIII.

That in constructing the said Railway and Works connected therewith the Centre Line thereof, as shown on the Plan deposited at the Admiralty Office, shall not be so deviated as that the Works of the said Railway shall thereby be extended below High-water Mark, without the previous Assent of the Lord High Admiral of the United Kingdom of Great Britain and Ireland, or the Commissioners for executing the Office of Lord High Admiral aforesaid, such Assent to be signified in Writing under the Hand of the Secretary of the Admiralty.

Limiting Deviation from Centre Line, as shown on Plans deposited at Admiralty.

The South Wales Railway Consolidation Act, 1855.

Section XIV.

Admiralty may
order local Sur-
vey, &c.

That if after Working Drawings of the Works hereby authorized shall have been submitted to the Lord High Admiral of the United Kingdom, or to the Commissioners for executing the Office of Lord High Admiral, it shall be deemed expedient by him or them to order a local Survey and Examination of such Works, or of the intended Site thereof, the Company shall defray the Costs of such local Survey and Examination, and the Amount thereof shall be a Debt due to Her Majesty from the Company, and if not paid upon Demand may be recovered as a Debt due to the Crown with the Costs of Suit, or may be recovered with Costs as a Penalty is or may be recovered from the Company.

Section XV.

Admiralty may
remove Works
abandoned, &c.

That if any Work to be constructed by the Company under the Authority of this Act in or across any tidal Water or navigable River, or if any Portion of any such Work which affects any such Water or River or Access thereto shall be abandoned or suffered to fall into Disuse or Decay, it shall be lawful for the Lord High Admiral, or the Commissioners for executing the Office of Lord High Admiral, to abate and remove the same or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs of Suit.

Section XVII.

Compensation
to be made
where Con-
tracts have been
entered into or
Notices given.

That in any Case where before the passing of this Act any Contract hath been entered into or Notice given by the Company for purchasing any Lands which the Company were by "The South Wales Railway Amendment Act, 1847," empowered to purchase for the Purpose of constructing the Railways or Portions of Railways so authorized to be abandoned as aforesaid, the Company shall make to the Owners or Occupiers of and other Parties interested in such Lands full Compensation for all Injury or Damage sustained by such Owners, Occupiers, and other Parties by reason of such Purchase not being completed pursuant to such Contract or Notice, and the Amount and Application of such Compensation shall be determined in the Manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the Amount and Application of the Compensation to be paid for Lands taken under the Provisions thereof; provided, that the Authority hereby given for abandoning the Formation of the Railways and Portions of Railways aforesaid shall not prejudice or affect the Right of the Owner or Occupier of any Lands which the Company were so empowered to purchase as aforesaid to receive from the Company full Compensation for any Damage that may have been occasioned by the Entry of the Company upon such Lands for the Purpose of surveying and taking Levels, and of probing or boring to ascertain the Nature of the Soil, or of setting out the Line of the Railway pursuant to the Provisions for that Purpose in the said Lands Clauses Consolidation Act contained.

THE SOUTH WALES RAILWAY ACT, 1852

Section XXX.

Compensation
to be made
where Con-

Provided always, That in any Case where before the passing of this Act any Contract had been entered into or Notice given by the Company for purchas-
ing

The South Wales Railway Consolidation Act, 1855.

ing any Lands which the Company were by "The South Wales Railway Act, 1845," or "The South Wales Railway Amendment Act, 1846," empowered to purchase for the Purpose of constructing the Portions of Railway so required to be abandoned as aforesaid, the Company shall make to the Owners or Occupiers of and other Parties interested in such Lands full Compensation for all Injury or Damage sustained by such Owners, Occupiers, and other Parties by reason of such Purchase not being completed pursuant to such Contract or Notice; and the Amount and Application of such Compensation shall be determined in the Manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the Amount and Application of the Compensation to be paid for Lands taken under the Provisions thereof: Provided also, that the Authority hereby given for abandoning the Formation of the aforesaid Portions of Railway shall not prejudice or affect the Right of the Owner or Occupier of any Lands which the Company were so empowered to purchase as aforesaid to receive from the Company Compensation for any Damage that may have been occasioned by the Entry of the Company upon such Lands for the Purpose of surveying and taking Levels, and of probing or boring to ascertain the Nature of the Soil, or of setting out the Line of Railway, pursuant to the Provisions for that Purpose in the said Lands Clauses Consolidation Act contained.

tracts have been
entered into or
Notices given.

Section XXXI.

That nothing in this Act contained shall prejudice or affect any Contract or Agreement before the passing of this Act made and entered into by the Company with William Edwards, of Sealeyham in the County of Pembroke, Esquire, for the Purchase of Lands contracted by the said William Edwards to be sold and conveyed by him to the Company, and for the Amount of Compensation to be paid to the said William Edwards under and by virtue of such Contract or Agreement, or impair, alter, or affect the Right, either at Law or in Equity, of the said William Edwards to enforce such Contract or Agreement.

Saving Rights
of William
Edwards, Esq.

Section XXXII.

That where any Part of the Railway so authorized to be abandoned has been made or commenced, the Company shall make to the Owners and Occupiers of the Lands adjoining the Part of the Railway so commenced or made, and authorized to be abandoned, Compensation, to be determined by Arbitration in manner provided by "The Lands Clauses Consolidation Act, 1845," for all such Injury or Damage, if any, as shall be sustained by such Owners or Occupiers by reason of the Omission to make such Gates, Passages, Drains, Watercourses, Bridges, and other Works for the Accommodation of Lands adjoining the Railway as the Company might have been required to make if such Part of the Railway had not been allowed to be abandoned.

Compensation
to adjoining
Landowners in
lieu of Accom-
modation
Works.

Section XLVII.

That nothing contained in this Act or in the Acts herein recited or referred to shall extend to authorize the said Company to purchase, take, use, or otherwise interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners or Commissioner for the Time being of Her Majesty's Woods, Forests, and Land Revenues having the Management and Direction of the Land Revenues of the Crown in Wales

Saving Rights
of the Crown.

first

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first had and obtained for that Purpose, and which such Commissioners or Commissioner are and is hereby authorized and empowered to give, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors.

THE SOUTH WALES RAILWAY (DEVIATION) ACT, 1853.

Section XIV.

Compensation
to be made
where Contracts
have been
entered into or
Notices given.

Provided always, That in any Case where before the passing of this Act any Contract hath been entered into or Notice given by the Company for purchasing any Lands which the Company were empowered to purchase for the Purpose of constructing the Portion of Railway so required to be abandoned as aforesaid the Company shall make to the Owners or Occupiers of and other Parties interested in such Lands full Compensation for all Injury or Damage sustained by such Owners, Occupiers, and other Parties by reason of such Purchase not being completed pursuant to such Contract or Notice, and the Application of such Compensation shall be determined in the Manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the Amount and Application of the Compensation to be paid for Lands taken under the Provisions thereof: Provided also, that the Authority hereby given for abandoning the Formation of the aforesaid Portion of Railway shall not prejudice or affect the Right of the Owner or Occupier of any Lands which the Company were so empowered to purchase as aforesaid to receive from the Company Compensation for any Damage that may have been occasioned by the Entry of the Company upon such Lands for the Purpose of surveying and taking Levels, and of probing or boring to ascertain the Nature of the Soil, or of setting out the Line of the Railway, pursuant to the Provisions for that Purpose in the said Lands Clauses Consolidation Act contained.

Section XXVI.

Saving the
Rights of Her
Majesty, &c.

That nothing whatsoever contained in this Act or in any of the Acts herein referred to or incorporated herewith shall extend to authorize the Company to purchase, take, use, enter upon, or otherwise interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, or to interfere with, prejudice, or in any Manner affect any Forestal or other Rights belonging to Her Majesty, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, first had and obtained for that Purpose, and which such Commissioners or Commissioner are and is hereby authorized and empowered to give, or to divest, prejudice, diminish, alter, or take away any of the Estates, Rights, Privileges, Powers, or Authorities which now are or hereafter may be vested in or enjoyed by Her Majesty, Her Heirs or Successors.

THE SOUTH WALES RAILWAY ACT, 1854.

Section V.

Power to divert
Footways at
Newport.

And whereas the South Wales Railway as now constructed crosses Two public Footways in the Parish of Saint Woollos, Newport, in the County of Monmouth, which now pass through the Station at Newport of the South
Wales

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Wales Railway, on the respective Levels thereof, and it is expedient that Provision should be made for giving to the Public Facilities for crossing the said Railway, and also for relieving the Inconvenience which might result from the level Crossings as aforesaid : Be it enacted, That the Company may divert the said Two public Footways, so as to carry the Westernmost of such Footways from Baner Well Road, Newport, through the Lands in the Parish of Saint Woollos shown upon the said deposited Plans, or any of them, and over and along a Bridge now in course of Erection across the South Wales Railway West of the said Station, and thence for a Distance of about Three hundred Yards to and into the said Footway, and so as to carry the other of the said Two Footways from Pentonville by a Bridge over the South Wales Railway at or near to the East End of the Passenger Station, and thence into High Street, Newport ; and the Company shall and are hereby required, within Nine Months from the passing of this Act, to erect and for ever thereafter maintain across the said existing Railway a good and substantial Bridge of not less than Eight Feet wide, of Timber or such other Material as they shall think fit, for the Passage of Foot Passengers across such Railway from the Road belonging to the Company, and leading from High Street aforesaid to their Station at Newport, to a Street at Newport called Pentonville, and shall at all Times permit all Persons to have free and uninterrupted Passage over such Bridge ; and the Company shall also, and they are hereby required, within Nine Months from the passing of this Act, to complete the Bridge now in course of Erection on the Western Side of their Goods Station at Newport and the Approaches thereto, and shall for ever thereafter maintain the same, and shall at all Times permit all Persons to have free and uninterrupted Passage over such Bridge and the Approaches thereto leading from Baner Well to Gold Tops.

The South Wales Railway Consolidation Act, 1855.

SCHEDULE (B.) referred to in the foregoing Act.

Provisions contained in the repealed Acts relating to the South Wales Railway Company conferring Powers on the South Wales Railway Company and other Companies to make Arrangements, &c. with respect to Parts of their Undertakings, and continued in force by this Act.

THE SOUTH WALES RAILWAY (NEW WORKS) ACT, 1851.

Section XXXIII.

Power to make
Arrangements
as to Station,
&c. at Neath.

And whereas the Vale of Neath Railway Company have Power to construct a Station at Neath, and the South Wales Railway Company have also Power to construct a Station at Neath, and it is expedient that the said Two Companies should be empowered to make Agreements with reference to the Management, Use, and Occupation of such Stations, or of One Joint Station or Joint Stations in lieu thereof, and of the Lines of Rails, Road Approaches, Lands, and Works connected therewith: Be it enacted, That it shall be lawful for the South Wales Railway Company and the Vale of Neath Railway Company to enter into Arrangements and Agreements with respect to the Management and Use of a Joint Station or Stations at or near the Town of Neath, and the Works connected therewith, and with respect to the Apportionment of the Cost of the Construction and Maintenance of such Station or Stations, or with respect to the Use thereof by the said Companies or either of them, and with respect to the exclusive Appropriation to or Use by either of the said Companies of any Portion or Portions of the said Station or Stations, Lines of Rails, Road Approaches, Lands, and Works connected therewith, on such Terms and Conditions as may be mutually agreed on between them.

Section XXXIV.

Power to make
Arrangements
with Briton
Ferry Dock
Company as to
Construction of
Works.

And whereas a Bill is now pending in Parliament, intituled "An Act for making and maintaining Docks at Baglan Bay in the County of Glamorgan, "with a Branch Line of Railway to the South Wales Railway," whereby it is intended that the Company thereby to be incorporated shall be authorized to construct the Dock Railway and Works therein described or referred to: And whereas the Railway so intended to be authorized is, according to the Plan and Section thereof referred to in the said Bill, identical with the Railway by this Act authorized to be constructed from the South Wales Railway to or near to the Mouth of the Baglan Brook or Pill, and it is expedient that the South Wales Railway Company and the Company by the recited Bill intended to be incorporated should be empowered to make and enter into mutual Arrangements with respect to the Construction and Maintenance of the said Railway: Be it therefore enacted, That if the recited Bill shall pass into a Law, and the Company to be thereby incorporated shall be empowered to construct the said Railway, it shall be lawful for such Company and the South Wales
Railway

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Railway Company from Time to Time to enter into such Agreements and Arrangements as may be mutually agreed on between them for the Construction and Maintenance by either of the said Companies solely or by both of them jointly of the said Railway or any Part thereof, and for any Payment or Contribution by one of them to the other of them of or towards the Expense of such Construction and Maintenance, and for vesting the said Railway or any Part thereof in either of the said Companies solely and as a Portion of the Undertaking of such Company, or in the said Two Companies jointly; and it shall be lawful for the said Two Companies to make and execute all such Deeds, Instruments, and Assurances as may be required for giving full Effect to any such Agreements or Arrangements.

Section XXXV.

That in the event of an Act of Parliament being passed in the present or next Session authorizing the Construction of a Dock or Docks at Briton Ferry, it shall be lawful for the South Wales Railway Company and the Company incorporated by such Act, or other the Owners of such Docks, to enter into such Arrangements and Agreements with respect to the Use of such Docks, and the Wharves, Staiths, Landing Places, Warehouses, Sidings, Branch Railways, Approaches, and other Works connected therewith, and upon the Payment of such Rates or Dues or other Sum of Money, and upon such other Terms and Conditions as may be mutually agreed on between the South Wales Railway Company and such other Company or Owners as aforesaid.

Power to make Arrangement as to Use of Briton Ferry Dock, &c.

Section XXXVI.

That it shall be lawful for the South Wales Railway Company and the Owners of the Bute Dock at Cardiff to make and enter into Arrangements and Agreements with respect to the Use by the Company of a Portion or Portions of any new additional Dock that may hereafter be constructed by the said Owners of the Bute Dock at Cardiff, and the Shipping Places and other Works and Conveniences to be connected therewith, and the Construction or Formation of Shipping Places, Staiths, Slips, Wharfs, Works, and Conveniences to be connected with such new Dock and the South Wales Railway, upon the Payment of such Sum or Sums of Money and upon such other Terms and Conditions as may be mutually agreed on between them.

Power to make Arrangements with the Owners of the Bute Dock at Cardiff.

THE SOUTH WALES RAILWAY ACT, 1852.

Section XXXIV.

That it shall be lawful for the Company and the Taff Vale Railway Company to make and enter into such Arrangements and Contracts as may be mutually agreed on between them with respect to the Use by the said Companies or either of them of any Station or Stations of either of the said Companies at Cardiff and the Works connected therewith, and with respect to the Apportionment and defraying of the Costs of the Construction and Maintenance of such Station or Stations and Works, and the Payment or Payments, whether by annual or other Sum or Sums, to be made by either of the said Companies to the other of the said Companies for or in respect of such Station or Stations and Works, or any Part thereof, or for the Use thereof, and with respect to the exclusive Appropriation to or Use by the Taff Vale Railway Company of a Portion

Power to make Arrangements with Taff Vale Railway Company as to Stations at Cardiff, &c.

The South Wales Railway Consolidation Act, 1855.

a Portion or Portions of the said Station or Stations, and also with respect to the Use and working by the said Companies of their respective Lines or Portions thereof, on such Terms and Conditions in the several Cases aforesaid as shall be mutually agreed upon; and it shall be lawful for the said Two Companies to make and execute all such Deeds, Instruments, and Assurances as may be required for giving full Effect to any such Arrangements or Agreements.

Section XXXV.

Power to make Arrangements with Monmouthshire Railway and Canal Company as to Conveyance and Interchange of Traffic.

That it shall be lawful for the South Wales Railway Company and the Monmouthshire Railway and Canal Company to make and enter into such Arrangements and Agreements as may be mutually thought fit concerning any Portions of their respective Undertakings which for the Time being communicate with or are connected with each other, and as to the Receipt and Apportionment of the Tolls and Charges arising or derived therefrom, and generally as to the Conveyance and Interchange of Traffic upon their respective Railways or any Part thereof: Provided always, that no such Arrangement or Agreement shall in any Manner alter, affect, increase, or diminish any of the Tolls which the said Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or any other Company, but that all other Persons and Companies shall, notwithstanding any such Arrangements or Agreements, be entitled to the Use and Benefit of such respective Railways or Portions thereof, upon the same Terms and Conditions and on Payment of the same Tolls as they would have been in case no such Arrangement or Agreement had been entered into.

Section XXXVI.

Power to make Arrangements with the Newport Dock Company as to Use of Dock, &c.

That it shall be lawful for the South Wales Railway Company and the Newport Dock Company to make and enter into Arrangements and Agreements with respect to the Appropriation to and Use by the said Railway Company of a Portion or Portions of the Docks belonging to the Newport Dock Company, and of the Wharfs, Staiths, Landing Places, Warehouses, and other Works and Conveniences connected therewith, and with respect to the Accommodation of the Traffic on the South Wales Railway, upon Payment of such Sum or Sums of Money, and upon such other Terms or Conditions, as may be mutually agreed upon between them.

THE SOUTH WALES RAILWAY ACT, 1854.

Section X.

Power to make Arrangement with the Vale of Neath Railway Company as to Passage of that Company's Traffic along Briton Ferry Branch of the South Wales Railway.

That it shall be lawful for the South Wales Railway Company and the Vale of Neath Railway Company from Time to Time to enter into and to carry into effect such Agreements as they may think fit, for or in respect of the Passage of the Traffic of the last-mentioned Company over and along the Line of Railway of the South Wales Railway Company between the Briton Ferry Dock and the South Wales Railway Company's Station at Neath, and also for or in respect of the Conveyance or Carriage of such Traffic by the South Wales Railway Company, upon Payment in either Case by the Vale of Neath Railway Company of such Sum or Sums of Money in gross or otherwise, for such Period and upon such Terms and Conditions as the said Two Companies may mutually agree upon: Provided always, that if at the Expiration of Ten
Years

The South Wales Railway Consolidation Act, 1855.

Years from the making of any such Agreement, the Board of Trade shall be of opinion that the Public Interests are injuriously affected by any of the Terms or Conditions thereof, it shall be lawful for the said Board to require the said Companies to modify the Terms and Conditions of such Agreement in such Manner as the said Board shall think necessary for removing such Public Injury: Provided also, that no such Agreement shall in any Manner alter, affect, increase, or diminish any of the Tolls which the said Companies respectively shall for the Time being be authorized and entitled to demand and receive from any Person or any other Company; but that all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the said Portion of Railway, upon the same Terms and Conditions and on Payment of the same Tolls as they would have been in case no such Agreement had been entered into.

Section XI.

That none of the Powers and Provisions of this Act with respect to Agreements between the Company and the Vale of Neath Railway Company shall have any Operation or Effect unless and until the Agreement intended to be made for such Purposes shall have been submitted to and approved by a Majority of not less than Three Fifths of the Votes of the Shareholders present, personally or by Proxy, at a Meeting of the Company specially convened for that Purpose, either before or after the passing of this Act.

Arrangements,
&c. not to take
effect unless
approved by
Three Fifths
of the Share-
holders.

Section XII.

That such Meetings shall be called by Advertisements inserted for Two successive Weeks in a Morning Newspaper published in London, and in some Newspaper of the County in which the principal Office of the Company is situate; the last of such Advertisements shall be published not less than Seven Days before such Meeting, and also by a Circular addressed to each Shareholder entitled to vote at Meetings of the Company, to be served in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices requiring to be served by the Company upon the Shareholders.

Meeting how to
be convened.

The South Wales Railway Consolidation Act, 1855.

SCHEDULE (C.) referred to in the foregoing Act.

Provisions in Acts of other Companies conferring Powers on or otherwise relating to the South Wales Railway Company to be unaffected by the passing of this Act.

THE GLOUCESTER AND DEAN FOREST RAILWAY ACT, 1846.

9 & 10 VICTORIA, c. 240.

Section VI.

Power for the South Wales and Great Western Railway Companies to subscribe towards the Undertaking.

That it shall be lawful for the said South Wales Railway Company to subscribe towards and become Shareholders in the Undertaking hereby authorized to any Extent not exceeding One hundred thousand Pounds, and for the Great Western Railway Company to subscribe towards and become Shareholders in the Undertaking to any Extent not exceeding Fifty thousand Pounds.

Section VII.

And for that Purpose to raise the requisite Funds.

That for such Purpose it shall be lawful for the said South Wales Railway Company and Great Western Railway Company respectively to raise all or any Part of the Money authorized to be subscribed by them as aforesaid, or such Sums as they shall agree to subscribe, by the Creation of new Shares or Stock in the Undertaking of the said South Wales Railway and Great Western Railway respectively, of such Amount and under such Conditions, and particularly as to the Dividends thereon, whether the same shall be fixed or rateable, and as to the Rights of voting and other Privileges to be conferred on the Holders of such Shares or Stock, and upon such Conditions as to the Redemption of such Shares by the said Companies respectively, as the said South Wales Railway Company and Great Western Railway Company respectively, at any Special General Meeting of the Proprietors thereof respectively to be convened for the Purpose, shall determine; or it shall be lawful for the said Companies, if they think fit, to raise the Sums agreed to be subscribed by them, or any Portion thereof, by Mortgage of their respective Undertakings, in like Manner and under and subject to the same Provisions as the said Companies by all or any of the Acts relating to their respective Undertakings are authorized to raise Money by Mortgage on the Credit thereof: Provided always, that nothing herein contained shall authorize or empower either of the said Companies to raise any Sums by Mortgage of their Undertaking until the whole of the Capital of such Company shall have been subscribed for, and One Half thereof shall have been actually paid up: Provided also, that the said Companies shall not by such Means increase the Amount which may be owing at any One Time on Mortgage of their respective Undertakings beyond the Proportion of One Third of their then existing Capital.

Section XXIII.

As to Communications with other Railways.

That all Communications between the Railways hereby authorized and any other Railways, and all such Openings in the Ledges or Flanches of such
Railway

The South Wales Railway Consolidation Act, 1855.

Railway as may be necessary or convenient for effecting such Communications, shall be made and laid in the Manner most approved, and to the reasonable Satisfaction of the Engineer for the Time being of any such Railway with which such Communication may be made.

Section XLII.

That it shall be lawful for the Company hereby incorporated, by and with the Authority and Approbation of Three Fifths in Value of the Proprietors present, either personally or by Proxy, at some Extraordinary General Meeting of the said Company specially convened for the Purpose, to sell and transfer to the said South Wales Railway Company or to the said Great Western Railway Company, and for the said last-mentioned Companies, or either of them, by and with a like Authority on the Part of the Proprietors in the respective Companies, to purchase the Undertaking by this Act authorized, or any Share or Interest therein, or any Portion or Portions thereof, whether before or after the Completion thereof (but subject to any Mortgages, Contracts, Agreements, or Liabilities affecting the same), and on the Completion of such Purchase (of which Completion a Transfer or Conveyance duly stamped for denoting the Payment of the full and proper Stamp Duty by Law payable in respect of the Purchase Money, and under the respective Corporate Seals of the Company hereby incorporated and the Company purchasing the said Undertaking or any Part thereof, shall be sufficient Evidence,) the Company so purchasing the same may have and hold the said Undertaking, or the Share therein or Portion thereof purchased by them, and use, exercise, and enjoy, or participate in the Use, Exercise, and Enjoyment of all the Rights, Powers, and Privileges conferred by this Act on the Company hereby incorporated, and for such Purpose it shall be lawful for the said South Wales Railway Company and Great Western Railway Company, or either of them, as the Case may be, if they see fit, by and with such Authority as aforesaid, to create such an additional Number of Shares and to borrow such Sum of Money as may be necessary for completing such Purchase, or for constructing and working the said Railway, 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 Purpose of the said Undertaking, and that the Money so to be borrowed shall not exceed One Third of the Amount of such Capital, and that no Money whatever shall be borrowed until the whole additional Sum shall be subscribed and One Half of the Money to be raised by Shares shall have been actually paid up: Provided always, that in the event of any Portion of the Undertaking by this Act authorized being purchased by the said South Wales Railway Company or Great Western Railway Company, then from and after the Completion of such Purchase all the Powers and Authorities granted by this Act may be exercised so far as they are applicable by the Company to whom such Portion shall have been sold, and the Corporate Seal of the said Company be used when necessary in reference thereto, in like Manner as though such Railway Company had been originally authorized to carry the same into effect in lieu of the Company hereby incorporated, and in the event of the whole of the Undertaking by this Act authorized being purchased by the said South Wales Railway Company or Great Western Railway Company, then from and after the Completion of such Purchase the Company by this Act incorporated shall be dissolved and cease to exist, save and except as to the Distribution and Division of the Purchase Money amongst the Parties entitled thereto, and the general Settlement of the Affairs of the said last-mentioned Company.

Power to sell
the Railway.

Section

The South Wales Railway Consolidation Act, 1855.

Section XLIII.

Power to lease
the Railway.

That it shall be lawful for the Company hereby incorporated, with the Authority and Approbation of Three Fifths in Value of the Proprietors present, either personally or by Proxy, at some Extraordinary General Meeting of the Company specially convened for the Purpose, from Time to Time to demise or lease for such Consideration or annual Rent or Reservations, and under and subject to such Clauses, Powers, Provisions, and Conditions as they shall think proper, the Undertaking by this Act authorized to be made, whether before or after the Completion thereof, or any Share or Interest therein, or any Portion or Portions thereof, unto the said South Wales Railway Company or Great Western Railway Company, or either of them, for any Term which shall be agreed upon; and the said South Wales Railway Company and Great Western Railway Company are respectively hereby authorized, if they think proper, with the like Authority and Approbation on the Part of their Proprietors, to enter into and accept any such Lease or Leases; and such Lease or Leases shall entitle the Lessees to the free Use and Enjoyment of the said Railways and Works connected therewith, or such Share or Interest therein, or such Portion or Portions thereof, as may be included in such Lease or Leases respectively; and during the Continuance of any such Lease or Leases all the Powers, Privileges, and Authorities granted to or which are or might be held, used, exercised, and enjoyed by the Company by this Act incorporated, or the Directors thereof, or their Officers, Agents, or Servants, under or by virtue of this Act, shall in like Manner, and to the same Extent in all respects, apply to and be held, used, exercised, and enjoyed by the Lessees, and their Directors, Officers, Agents, and Servants, under the same Regulations and Restrictions as are granted or imposed by this Act upon the Company hereby incorporated.

Section XLIV.

Power to enter
into Contracts
with other
Companies.

That it shall be lawful for the Company hereby incorporated and for the said South Wales Railway Company and Great Western Railway Company, or either of them, to make and enter into Contracts or Agreements for effecting the Purposes aforesaid, and for constructing, working, and using the said Railways, or any Part or Parts thereof respectively, or for the Maintenance and Repair thereof, or any Part or Parts thereof respectively, as they the said Company may respectively deem advisable; and every such Contract or Agreement may contain such Covenants, Clauses, Powers, Provisions, and Conditions as may be mutually agreed on between the said Companies; and any Contract or Agreement made before the passing of this Act for all or any of the Purposes aforesaid, by the Provisional Committee or Directors of the Company hereby incorporated and the Directors of the said South Wales Railway Company or the Great Western Railway Company, under the Sanction of any General Meeting of the said last-mentioned Companies or either of them, shall be as valid and binding in every respect as if made subsequently to the passing of this Act and in conformity with the Provisions hereof.

THE GLOUCESTER AND DEAN FOREST RAILWAY DOCK
ACT, 1847.

Section XXXVII.

Power of Sale
or Lease to the
Great Western

That it shall be lawful for the said Railway Company to sell or lease or enter into Contracts or Agreements with reference to the Sale or Lease of the whole or any Part of the Works by this Act authorized, or any Right or Interest

The South Wales Railway Consolidation Act, 1855.

Interest therein, to the Great Western Railway Company, the South Wales Railway Company, or the Gloucester and Berkeley Canal Company, upon such Terms as may be mutually agreed upon, and the Great Western Railway Company, the South Wales Railway Company, and the Gloucester and Berkeley Canal Company, or either of them, are hereby empowered to make such Purchase, or to accept any such Lease, or to enter into any Contracts or Agreements with reference thereto, or with reference to the purchasing or taking on Lease any Right or Interest therein, or in any Part thereof: Provided always, that the Powers hereby given to the said Railway Companies and Canal Company respectively shall not be exercised without the Consent and Authority of Three Fifths of the Votes of the Proprietors who may be present, either personally or by Proxy, at some General Meeting specially convened for the Purpose of each Company who may be Parties to any such Sale, Lease, Contract, or Agreement respectively.

Railway Company or the South Wales Railway Company.

Section XXXVIII.

Provided always, and be it enacted, That it shall not be lawful for the said Gloucester and Dean Forest Railway Company, by virtue of the Powers herein-before contained, to sell, demise, or lease, nor for the said Great Western Railway Company, the South Wales Railway Company, or the Gloucester and Berkeley Canal Company respectively to purchase, enter into, or accept a Lease of the said Works hereby authorized to be made, unless it shall have been proved to the Satisfaction of the Commissioners of Railways, and certified by them under their Seal previously to the Completion of such Sale or Execution of such Lease, that One Half of the whole Amount of the Capital, exclusive of Loans, by the Acts or Acts relating to each of the said Companies authorized to be raised, has been actually paid up and expended for the Purposes authorized by such Act or Acts respectively.

Powers of Sale not to be exercised without Certificate of Railways.

THE LLYNVI VALLEY RAILWAY ACT, 1846.

Section XXVI.

That the Junction with the proposed South Wales Railway hereby authorized to be made, and all such Openings in the Ledges or Flanches of the said Railways as may be necessary or convenient for effecting such Communication, shall be made under the Direction and Superintendence of the Engineer for the Time being of the said South Wales Railway Company.

As to Communication with the South Wales Railway.

Section XXVII.

That nothing in this Act contained shall extend to authorize or enable the Company hereby incorporated to take or enter upon any of the Lands or Grounds now belonging to the South Wales Railway Company, or to alter, vary, or interfere with the said proposed South Wales Railway, or any of the Works thereof respectively, further or otherwise than is hereby expressly authorized, without the Consent in Writing of the said Company in every Instance for that Purpose first had and obtained.

Not to take Lands, &c. of the South Wales Railway Company without Consent.

Section XXVIII.

Provided always, and be it enacted, That nothing in this Act contained shall extend to prejudice, diminish, alter, or take away, further or otherwise than is herein expressly authorized, any of the Rights, Privileges, Powers, or Authorities vested in the South Wales Railway Company.

Saving the Rights of the South Wales Railway Company.

[Local.]

16 S

Section

The South Wales Railway Consolidation Act, 1855.

Section XXXVIII.

Power to lease
the Railway.

That it shall be lawful for the Company, with the Approbation of at least Three Fifths of the Votes of the Proprietors present, either personally or by Proxy, at some Meeting specially convened for the Purpose, to demise or lease, for such Term of Years, and for such Consideration or annual Rent or Reservations, and generally upon such Terms and Conditions as they shall think proper, the Railway and other Works by this Act authorized to be made, or any Part thereof, when completed, to the South Wales Railway Company, and the said South Wales Railway Company are hereby authorized, if they think proper, by and with the like Consent and Approbation of their Proprietors at some Meeting to be specially convened for the Purpose, to enter into and accept any such Lease.

Section XXXIX.

Power to sell
Railway.

That it shall be lawful for the South Wales Railway Company, by and with such Authority and Approbation as aforesaid, to purchase, and for the said Llynvi Valley Railway Company, by and with the like Approbation and Authority as aforesaid, to sell and transfer, the Undertaking by this Act authorized, or any Part thereof, or any Share or Interest therein, to the said South Wales Railway Company (but subject to any existing Mortgages, Contracts, Agreements, or Liabilities affecting the same); and on the Completion of such Purchase (of which Completion a Transfer or Conveyance duly stamped for denoting the Payment of the full and proper Stamp Duty by Law payable in respect of the Purchase Money under the respective Corporate Seals of the said South Wales Railway Company, and of the said Llynvi Valley Railway Company, shall be sufficient Evidence,) the said South Wales Railway Company may have and hold the said Undertaking, or the Part thereof or the Share therein purchased by them, and use, exercise, and enjoy, or participate in the Use, Exercise, and Enjoyment of all the Rights, Powers, and Privileges conferred by this Act on the said Llynvi Valley Railway Company: Provided always, that in the event of the whole of the Undertaking by this Act authorized being purchased by the said South Wales Railway Company, then from and after the Completion of such Purchase all Powers and Authorities which may become vested in the said South Wales Railway Company by virtue of such Purchase may be exercised by them, and the Corporate Seal of the said South Wales Railway Company used when necessary in reference thereto, in like Manner as though the said Undertaking formed Part of the Undertaking of such Company, and that they had been originally authorized to carry the same into effect in lieu of the said Llynvi Valley Railway Company.

Section XL.

Company to be
dissolved if the
whole Under-
taking sold,
but not other-
wise.

That in the event of the whole of the Undertaking by this Act authorized being purchased by the said South Wales Railway Company, then from and after the Completion of such Purchase the Company incorporated by this Act shall be dissolved and cease to exist, save and except for the Purpose of winding up the Affairs of the said Undertaking: Provided always, that, notwithstanding anything herein contained, if a Portion only of the Undertaking by this Act authorized shall be sold, the said Company shall not be dissolved or cease to be incorporated, but shall remain a Body Corporate for the Purpose of completing, maintaining, using, and working the Remainder of the Undertaking which may not be so sold, and for all other Purposes connected therewith, in like Manner as though no such Sale had taken place.

THE

The South Wales Railway Consolidation Act, 1855.

THE LLYNVI VALLEY RAILWAY (EXTENSION ACT), 1847.

Section XII.

That the Line of Railway at the Junction with the South Wales Railway, and all such Openings in the Ledges or Flanches of the said South Wales Railway as may be necessary or convenient for effecting such Junction, shall be made and effected according to Plans to be prepared by and under the Direction and Superintendence of the Engineer for the Time being of the South Wales Railway Company, and in case of any Difference of Opinion as to the Mode of effecting such Junction, then such Difference shall be referred to the Decision of the Board of Trade.

Junction with South Wales Railway to be under the Direction of their Engineer.

Section XIII.

That nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company hereby incorporated to take or enter upon any of the Lands or Grounds belonging to the South Wales Railway Company, or which the last-mentioned Company are or by any Act to be passed in the present Session of Parliament may be authorized to take for the Purposes of their Railway, further or otherwise than is hereby expressly authorized, or to alter, vary, or interfere with the South Wales Railway, or any of the Works thereof respectively, without the Consent in Writing of the South Wales Railway Company in every Instance first had and obtained.

The Works of the South Wales Railway not to be interfered with.

Section XIV.

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 the South Wales Railway Company, but saving and reserving to such Company all the Rights, Privileges, and Franchises to them respectively belonging, and also saving and reserving all such Powers, Authorities, and Provisions in the several Acts relating thereto respectively as if this Act had not been passed.

Saving Rights of South Wales Railway Company.

THE VALE OF NEATH RAILWAY ACT, 1846.

Section XXV.

That the Line of Railway at the Junction with the South Wales Railway, and all such Openings in the Ledges or Flanches of the said South Wales Railway as may be necessary or convenient for effecting such Junction, shall be made and effected according to Plans to be prepared by and under the Direction and Superintendence of the Engineer for the Time being of the South Wales Railway Company; and in case of any Difference of Opinion as to the Mode of effecting such Junction, then such Difference shall be referred to the Decision of the Board of Trade.

Junction with South Wales Railway to be under the Direction of their Engineer.

Section XXVI.

That nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company hereby incorporated to take or enter upon any of the Lands or Grounds belonging to the South Wales Railway Company, further or otherwise than is hereby expressly authorized, or to alter, vary, or interfere with the said South Wales Railway or any of the Works thereof respectively, without the Consent in Writing of the said South Wales Railway Company in every Instance first had and obtained.

The Works of the South Wales Railway not to be interfered with.

Section

The South Wales Railway Consolidation Act, 1855.

Section XXVII.

Saving the
Rights of the
South Wales
Railway Com-
pany.

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 the South Wales Railway Company, but saving and reserving to such Company all the Rights, Privileges, and Franchises to them respectively belonging, and also saving and reserving all such Powers, Authorities, and Provisions in the several Acts relating thereto respectively as if this Act had not been passed.

Section LXVI.

Power to lease
the Railway,
&c.

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 Works hereby authorized to be made, or any of them or any Part thereof respectively, to the South Wales 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 South Wales 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 any such Lease.

Section LXVII.

Power to sell
the Railway.

That it shall also 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 specially convened for the Purpose, to sell and transfer the said Railway or any Part thereof, together with all or any of their Powers, Rights, and Privileges in connexion therewith, and whether before or after the Completion thereof, to the South Wales Railway Company, and for the said South Wales Railway Company, by and with the like Authority on the Part of their Proprietors, to purchase the Railway or any Part thereof or any Share or Interest therein (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 duly stamped for denoting the Payment of the full and proper Stamp Duty by Law payable in respect of the Purchase Money, and under the Corporate Seal of the Company, shall be sufficient Evidence, the said South Wales Railway Company may have and hold the Railway 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 in relation thereto.

Section LXVIII.

South Wales
Railway Com-
pany may
create Shares
and borrow on
Mortgage for
effecting Pur-
chase.

That, for the Purposes aforesaid, it shall be lawful for the said South Wales 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 South Wales Railway, and to borrow upon Mortgage such Sum of Money as may be necessary for completing such Purchase or for constructing and working the Railway 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

The South Wales Railway Consolidation Act, 1855.

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 and the whole thereof subscribed.

Section LXIX.

That from and after such Purchase as aforesaid, if any such shall take place, the Railway and Works, or such Parts thereof 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, but subject to all Debts, Liabilities, and Engagements (if any) of the Company selling the same; 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 South Wales 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 South Wales Company, their Officers, Agents, and Servants, in every respect as if the said South Wales Railway had been in every Case in this Act written in lieu and stead of the Vale of Neath Railway.

After Purchase,
Railway, &c.
to be amalga-
mated.

Section LXX.

That it shall be lawful for the Company hereby incorporated, and for the said South Wales 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.

Power to enter
into Contracts
for such Pur-
poses.

THE VALE OF NEATH RAILWAY AMENDMENT ACT, 1847.

Section XXVI.

And whereas by the said recited Act the South Wales Railway Company were authorized to take a Lease of or to purchase the Undertaking thereby authorized: Be it therefore enacted, That the several Railways and such other Railways and Works as the Vale of Neath Railway Company may, under or by virtue of this or the said recited Act, be authorized to make or become possessed of, shall be subject to the same Powers of Sale or Lease to the said South Wales Railway Company, and of purchasing or renting by them, as the Undertaking by the said recited Act authorized.

New Lines may
be purchased or
leased by the
South Wales
Railway Com-
pany.

Section XXVII.

Provided always, That it shall not be lawful for the said Vale of Neath Railway Company, by virtue of the Power herein-before contained, to sell, demise, or lease, nor for the said South Wales Railway Company to purchase or rent, the said Railways hereby authorized to be made or purchased, or for the said Vale of Neath Railway Company to purchase or enter into or accept a Lease of the aforesaid Tramroads, unless it shall have been proved to the Satisfaction of the Commissioners of Railways, and certified by them under their Seal previously to the Completion of any such Sale or the Execution of any such Lease, that One Half of the whole Amount of the Capital, exclusive of Loans by the Act or Acts relating to each of the said Companies authorized to be raised, has been actually paid up and expended for the Purposes authorized by such Act or Acts respectively.

Powers of Sale,
&c. not to be
exercised with-
out Certificate
of Commis-
sioners of
Railways.

The South Wales Railway Consolidation Act, 1855.

THE VALE OF NEATH RAILWAY AMENDMENT ACT, 1848.

Section I.

Power for
South Wales
Railway Com-
pany to
subscribe.

That it shall be lawful for the South Wales Railway Company and they are hereby empowered to subscribe towards and become Shareholders in the Undertaking of the Vale of Neath Railway Company to the Extent agreed or resolved to be subscribed by them as aforesaid.

Section II.

Power for the
South Wales
Railway Com-
pany to raise
Capital for the
Purpose.

That for such Purpose it shall be lawful for the South Wales Railway Company to raise the Sum so agreed or resolved to be subscribed by them, or any Part thereof, by the Creation of new Shares in their Undertaking, 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 Ordinary or Extraordinary Meeting of the said South Wales Railway Company: Provided always, that it shall not be lawful for the said South Wales Railway Company to guarantee Interest or give any Preference in the Payment of Dividend in respect of any new Shares which may be created for the Purposes aforesaid.

Section III.

As to the Right
of voting by the
South Wales
Railway Com-
pany.

That it shall be lawful for the South Wales Railway Company to nominate and appoint any Person (whether such Person be a Shareholder or not in the said last-mentioned Company) by Writing under the Common Seal of the said South Wales Railway Company, or under the Hand of the Chairman for the Time being of the Directors of such Company, to vote on their Behalf at any Meeting of the Vale of Neath Railway Company, and such Person so appointed shall have the same Right of voting at such Meeting as though the Shares held by the South Wales Railway Company in the Undertaking of the Vale of Neath Railway Company were held by him and in his Name: Provided always, that it shall not be lawful for any Person who may have been nominated or appointed by the said South Wales Railway Company for the Purpose of voting on their Behalf at any Meeting of the Vale of Neath Railway Company, nor for any of the Directors who may have been appointed by the South Wales Railway Company under the Powers herein-after contained, to vote as such Nominee or by virtue of such Appointment upon any Question relating to the Sale or Lease of the Vale of Neath Railway or of any Part thereof to the South Wales Railway Company or to the working or using thereof by such Company.

Section IV.

South Wales
Railway Com-
pany to appoint
Directors.

That at the First Ordinary Meeting of the Vale of Neath Railway Company to be held after the passing of this Act, so many of the Directors of the Vale of Neath Railway Company as may be necessary in order to reduce to the Number of Seven the Directors appointed by the last-mentioned Company previously to the passing of this Act, the Selection being made by a Majority of the present Directors of the Vale of Neath Railway Company, shall retire from Office, and the Directors of the South Wales Railway Company shall appoint Four Directors out of their own Body to act as Directors of the Vale of Neath Railway Company in conjunction with the remaining Directors of the said Company.

Section V.

Certain Pro-
visions of first-
recited Act not

That the Provisions of the said first-recited Act, and of "The Companies Clauses Consolidation Act, 1845," with regard to the Election, Qualification, Retirement

The South Wales Railway Consolidation Act, 1855.

Retirement from Office, and Rotation of Directors, shall not be applicable to the Directors to be appointed by the Directors of the said South Wales Railway Company on behalf of such Company; and the Directors of the Vale of Neath Railway Company to be appointed on behalf of the said South Wales Railway Company shall be so appointed in manner herein-after mentioned; (that is to say,) at or before the said Ordinary Meeting of the Vale of Neath Railway Company, next after the passing of this Act the Directors for the Time being of the said South Wales Railway Company for and on behalf of that Company shall nominate Four Members of their own Body to be Directors of the Vale of Neath Railway Company from and after the said Ordinary Meeting, and the Directors so appointed shall accordingly be Directors of the last-mentioned Company, and shall respectively remain in Office until they shall respectively die or resign, or become disqualified by ceasing to be Directors of the South Wales Railway Company, or until they shall be removed by the Vote of the Directors of such last-mentioned Company, or otherwise, under the Provisions herein-after contained.

to apply to Directors appointed by the South Wales Railway Company.

Section VI.

That it shall be lawful for the Directors of the South Wales Railway Company from Time to Time to remove any Director or Directors of the said Vale of Neath Railway Company whom they may have appointed under the Powers of this Act, and thereupon, or whenever from any other Cause the Place or Places of the Director or Directors so appointed shall be vacant, to appoint in manner aforesaid another Director or other Directors out of their own Body to supply the Place or Places of the Director or Directors so originally appointed; and such Director or Directors shall have the same Powers as the Director or Directors in whose Stead he or they may be nominated would have had.

How Vacancies are to be filled up.

Section VII.

That so long as the South Wales Railway Company shall remain Subscribers to the Undertaking of the Vale of Neath Railway Company to the Extent of One hundred and twenty-seven thousand Pounds, the total Number of Directors appointed by the last-mentioned Company shall not at any Time exceed Eight, nor shall it be lawful for the last-mentioned Company to reduce the Number of Directors to be appointed by the South Wales Railway Company without the Consent of the last-mentioned Company; but in the event of the South Wales Railway Company reducing the Number of Shares or the Amount of Stock for which they are authorized to subscribe as aforesaid, then and in such Case the Number of Directors which such Company shall have the Right to appoint as aforesaid shall be limited to One Director in respect of every entire Sum of Thirty-one thousand nine hundred and forty-five Pounds in the Capital Stock of the Vale of Neath Railway Company for which the South Wales Railway Company may continue Subscribers.

As to the Appointment of Directors in case the South Wales Railway Company transfer their Shares.

Section VIII.

That in the event of the South Wales Railway Company ceasing to have the Right to appoint any Director as aforesaid, the Directors of such Company shall forthwith remove from Office such or so many of the Directors appointed on behalf of such Company as may be necessary for reducing the Number of the Directors whom such Company may have the Right to appoint to the requisite Number; and in default of their so doing within Seven Days after such Right shall have ceased as aforesaid, the Directors appointed by the Vale of

As to the Removal of Directors if South Wales Railway Company cease to have the Right to appoint.

of

The South Wales Railway Consolidation Act, 1855.

of Neath Railway Company may remove such or so many Directors appointed on behalf of the South Wales Railway Company as may be necessary, in accordance with the Provisions herein-before mentioned ; and immediately upon the Removal by either of the Means aforesaid of any Director or Directors appointed on behalf of the South Wales Railway Company, the Vale of Neath Railway Company may from Time to Time appoint a Director or Directors in lieu of any Director or Directors so removed ; and it shall not be lawful for the South Wales Railway Company, having ceased to possess any such Right as aforesaid, at any Time to resume the same without the Consent of the Vale of Neath Railway Company.

Section IX.

Interest not to
be paid on Calls
paid up.

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

THE WATERFORD, WEXFORD, WICKLOW, AND DUBLIN
RAILWAY ACT, 1848.

Section IV.

Power for the
South Wales
Railway Com-
pany to become
Shareholders.

That it shall be lawful for the South Wales Railway Company and they are hereby empowered to subscribe towards and become Shareholders in the Undertaking of the Waterford, Wexford, Wicklow, and Dublin Railway Company, to the Extent so agreed or resolved to be subscribed by them as aforesaid.

Section V.

Power for the
South Wales
Railway Com-
pany to raise
Capital for the
Purpose.

That for such Purpose it shall be lawful for the South Wales Railway Company to raise the Sum so agreed or resolved to be subscribed by them, or any Part thereof, by the Creation of new Shares in their Undertaking, of such Amount and upon such Terms and Conditions as may be determined by a Majority of the Shareholders present at any Ordinary or Extraordinary Meeting of the said South Wales Railway Company : Provided always, that it shall not be lawful for the said South Wales Railway Company to guarantee Interest or give any Preference in the Payment of Dividend in respect of any new Shares which may be created for the Purposes aforesaid.

Section VI.

Right of voting
by the South
Wales Railway
Company.

That it shall be lawful for the South Wales Railway Company to nominate and appoint any Person (whether such Person be a Shareholder or not in the last-mentioned Company), by Writing under the Common Seal of the said South Wales Railway Company, or under the Hand of the Chairman for the Time being of the Directors of such Company, to vote on their Behalf at any Meeting of the Waterford, Wexford, Wicklow, and Dublin Railway Company, and such Person so appointed shall have the same Right of voting at such Meeting

The South Wales Railway Consolidation Act, 1855.

Meeting as though the Shares held by the South Wales Railway Company in the Undertaking of the Waterford, Wexford, Wicklow, and Dublin Railway Company were held by him and in his Name.

Section VII.

That at the First Ordinary Meeting of the Waterford, Wexford, Wicklow, and Dublin Railway Company to be held after the passing of this Act, Seven of the Directors of the last-mentioned Company, to be determined by Ballot among themselves unless they shall otherwise agree, shall retire from Office; and the South Wales Railway Company shall appoint Seven Directors out of their own Body to supply the Places of the Directors so retiring, and from and after such Period the Number of Directors of the said Waterford, Wexford, Wicklow, and Dublin Railway Company shall be Twelve, of whom Seven shall be appointed by the Directors for the Time being of the South Wales Railway Company out of their own Body.

South Wales
Railway Com-
pany to appoint
Directors.

Section VIII.

That the Provisions of the said first-recited Act and of "The Companies Clauses Consolidation Act, 1845," with regard to the Election, Qualification, Retirement from Office, and Rotation of Directors, shall not be applicable to the Directors to be appointed by the Directors of the said South Wales Railway Company on behalf of that Company; and the Directors of the Waterford, Wexford, Wicklow, and Dublin Railway Company to be appointed on behalf of the said South Wales Railway Company shall be so appointed in manner herein-after mentioned, (that is to say,) at or before the said Ordinary Meeting of the Waterford, Wexford, Wicklow, and Dublin Railway Company next after the passing of this Act the Directors for the Time being of the said South Wales Railway Company for and on behalf of that Company shall nominate Seven Members of their own Body to be Directors of the Waterford, Wexford, Wicklow, and Dublin Railway Company from and after the said Ordinary Meeting, and the Directors so appointed shall accordingly be Directors of the last-mentioned Company, and shall respectively remain in Office until they or either of them shall respectively die or resign, or become disqualified by ceasing to be Directors of the South Wales Railway Company, or until they shall be removed by the Vote of the Directors of such last-mentioned Company, or otherwise, under the Provisions herein-after contained.

Provisions of
former Acts
not to apply to
Directors ap-
pointed by the
South Wales
Railway Com-
pany.

Section IX.

That it shall be lawful for the Directors of the said South Wales Railway Company from Time to Time to remove any Director or Directors of the said Waterford, Wexford, Wicklow, and Dublin Railway Company whom they may have appointed under the Powers of this Act, and thereupon or whenever from any other Cause the Place or Places of the Director or Directors so appointed shall be vacant, or such Director shall be unable from any Cause to attend any Meeting of the Directors of the said Waterford, Wexford, Wicklow, and Dublin Railway Company, to appoint in manner aforesaid another Director or other Directors out of their own Body to supply the Place or Places of the Director or Directors so originally appointed, either temporarily or permanently, as Occasion may require, and such Director or Directors shall have the same Powers at such Meeting as the Director or Directors in whose Stead he or they may be nominated would have had.

How Vacancies
may be filled
up.

[Local.]

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The South Wales Railway Consolidation Act, 1855.

Section X.

Provision for
the Appoint-
ment of Direc-
tors in case the
South Wales
Railway Com-
pany transfer
their Shares.

That so long as the South Wales Railway Company shall remain Subscribers to the Undertaking of the Waterford, Wexford, Wicklow, and Dublin Railway Company, to the Extent of Two hundred and fifty thousand Pounds, it shall not be lawful for the Waterford, Wexford, Wicklow, and Dublin Railway Company to reduce the Number of Directors to be appointed by the South Wales Railway Company without the Consent of the last-mentioned Company, but in the event of the South Wales Railway Company reducing the Number of Shares or the Amount of Stock for which they are authorized to subscribe as aforesaid, then and in such Case the Number of Directors which such Company shall have the Right to appoint as aforesaid shall be reduced in such Manner as that such Company shall cease to have the Right of appointing One Director in respect of every entire Sum of Twenty-five thousand seven hundred Pounds in the Capital Stock of the Waterford, Wexford, Wicklow, and Dublin Railway Company, for which the South Wales Railway Company may have subscribed; which such Company shall sell or transfer.

Section XI.

If South Wales
Railway Com-
pany forfeit
Right to ap-
point Directors.

That in the event of the South Wales Railway Company ceasing to have the Right to appoint any Director as aforesaid, the Directors of such Company shall forthwith remove from Office such or so many of the Directors appointed by such Company as may be necessary for reducing the Number of the Directors whom such Company may have the Right to appoint to the requisite Number, and in default of their so doing within Seven Days after such Right shall have ceased as aforesaid, the Directors appointed by the Waterford, Wexford, Wicklow, and Dublin Railway Company may remove such or so many Directors appointed by the South Wales Railway Company as may be necessary, in accordance with the Provisions herein-before contained, and the said Waterford, Wexford, Wicklow, and Dublin Railway Company may from Time to Time appoint a Director or Directors to supply the Places of any Director or Directors who may have been removed by either of the Means aforesaid; and it shall not be lawful for the South Wales Railway Company, having ceased to possess any such Right as aforesaid, at any Time to resume the same without the Consent of the Waterford, Wexford, Wicklow, and Dublin Railway Company.

Section XII.

Interest not to
be paid on Calls
paid up.

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

The South Wales Railway Consolidation Act, 1855.

THE GREAT WESTERN RAILWAY ACT, 1851.

Section XXI.

That the said Agreement bearing Date the Twenty-ninth Day of March One thousand eight hundred and fifty-one, between the South Wales Company of the one Part, and the Great Western Company of the other Part, and any Lease which may either before or after the passing of this Act be granted and made in pursuance thereof and in conformity therewith, shall be binding upon the South Wales Company and upon the Great Western Company, and all other Agreements and Arrangements which at the Time of making such Agreement were subsisting between the said Two Companies in relation to the Lease or Working of the South Wales Railway by the Great Western Company shall be deemed to be determined and put an end to; provided that it shall be lawful for the said Companies from Time to Time, with the Consent and Approbation of Three Fifths at the least of the Proprietors of such Companies respectively present, personally or by Proxy, at a Meeting of each of such Companies specially convened for the Purpose, to make such Alterations in the Terms, Conditions, and Covenants contained in the said Agreement, or in any Lease to be granted and made in pursuance thereof, and such Alterations in the Rent thereby reserved, as may be mutually agreed upon and as may be approved by the Commissioners of Railways.

Confirming Agreement between South Wales Company and Great Western Company for Lease of South Wales Railway.

Section XXII.

That the following Sections of "The Railways Clauses Consolidation Act, 1845," shall apply to the Railways from Time to Time belonging to, vested in, or leased to the Great Western Company; (that is to say,) the Section numbered 98, also the Section numbered 99, also the Section numbered 100, also the Section numbered 101, also the Section numbered 102.

Certain Sections of the Railways Clauses Consolidation Act, 1845, to apply to the Railways belonging to or under Lease to Great Western Company.

Section XXIII.

That the Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the keeping of Accounts, and the Right of the Inspection thereof by the Shareholders, and with respect to the Provisions to be made for affording Access to the Special Act, shall be incorporated with and form Part of this Act, and shall apply to the Great Western Railway Company, and the Expression "Special Act" shall mean this Act and every other Act constituting or enlarging, amending, or altering the Powers of the Great Western Railway Company: Provided nevertheless, that such Right of Inspection shall not be used or exercised in any Case by or on behalf of any Shareholder who may be at the Time prosecuting any Action, Suit, or Proceeding instituted against the Company, nor shall any Agent or Person acting on behalf of any Party prosecuting any such Action or Suit become entitled to such Right of Inspection by reason of being or becoming a registered Shareholder in the said Company.

Certain Provisions of the Companies Clauses Consolidation Act, 1845, to apply to Great Western Railway Company.

Section XXVI.

That it shall not be lawful for the Great Western Company, the Wilts Company, the Gloucester Company, or the South Wales Company, out of any Money by any existing Act relating to either of the said Companies 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

Deposits for future Bills not to be paid out of Capital of Companies.

The South Wales Railway Consolidation Act, 1855.

Application to Parliament for the Purpose of obtaining an Act authorizing either of the said Companies to construct any Railway or execute any other Work or Undertaking.

THE BRITON FERRY DOCK AND RAILWAY ACT, 1851.

Section XXVIII.

Briton Ferry Dock Company and South Wales Railway Company may make Arrangements as to Construction and Maintenance of Line of Railway.

And whereas a Bill is now pending in Parliament to enable the South Wales Railway Company to make a new Railway in the Forest of Dean, in lieu of the Railway already authorized, to construct new Lines at Newport, Cardiff, and Briton Ferry, and to make an Alteration in the Line and Levels of their Railway, and for other Purposes; and such new Line of Railway at Briton Ferry is identical with the Line of Railway authorized by this Act: And whereas it is intended that such Line of Railway should be made only by One or other of the said Companies: Be it enacted, That it shall be lawful for the Company by this Act incorporated and the South Wales Railway Company respectively to enter into Agreements or Arrangements for the Construction and Maintenance, by One or other of the said Companies, of such Line of Railway, under the Provisions of the said Bill so pending as aforesaid, or of this Act and of the General Acts incorporated therewith respectively, and for the Use and Enjoyment of the said Line of Railway and the Works and Conveniences connected therewith by the other of the said Companies respectively, upon such Terms and Conditions consistently with the said Bill so pending as aforesaid and with this Act as shall be mutually agreed upon by and between the said respective Companies.

Section XXIX.

As to Communications with the South Wales Railway.

That all Communications between the Railway by this Act authorized to be made, or between any other Works executed under the Authority of this Act and the South Wales Railway, and all Works in or upon the South Wales Railway or connected therewith, or upon the Property of the South Wales Railway Company which may be required for effecting such Communication, shall be made under the Direction and Superintendence of the Engineer for the Time being of the South Wales Railway Company, and according to such Plans as have been first approved of by him.

Section XXX.

South Wales Railway not to be interfered with except as provided by this Act.

That nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company hereby incorporated, except for the Purposes of forming the Junction with the South Wales Railway by this Act authorized, to take, use, or enter upon the Lands or Property belonging to the South Wales Railway Company, or to alter, vary, or interfere with the South Wales Railway or any of the Works thereof, without the Consent in Writing of the South Wales Railway Company in every Instance for that Purpose first had and obtained.

Section XXXVI.

Power to purchase Station or Dépôt of the Earl of Jersey at Baglan Bay.

And whereas by "The South Wales Railway Amendment Act, 1846," it is provided that the South Wales Railway Company shall make a Dépôt or Station in the Parishes of Briton Ferry and Baglan, or one of them, upon the Property of the Right Honourable the Earl of Jersey, in such Position as shall be agreed upon with the said Earl: And whereas such Dépôt or Station might
advan-

The South Wales Railway Consolidation Act 1855.

advantageously be so constructed as to form Part of the Works by this Act authorized : Be it enacted, That it shall be lawful for the Company to purchase or take on Lease from the said Earl of Jersey, his Heirs or Assigns, or from the South Wales Railway Company respectively, such Depôt or Station, and all the Interest, Rights, and Privileges of the said Earl of Jersey, his Heirs and Assigns, in or incident to the same, and that such Depôt or Station may be so constructed as to form Part of and be incorporated with the Dock and Works by this Act authorized.

THE MILFORD HAVEN DOCKS ACT, 1853.

Section XXXVII.

That it shall be lawful for the Company hereby incorporated and the South Wales Railway Company to enter into Arrangements and Agreements with respect to the Use by the said Railway Company of the said Docks, and the Piers, Walls, Warehouses, and other Works connected therewith, upon Payment of such Rates or Dues or other Sum of Money, and upon such Terms and Conditions, as may be mutually agreed upon between the Company hereby incorporated and the said South Wales Railway Company.

Power to make Arrangements with South Wales Railway Company as to Use of Docks.

THE SOUTH WALES MINERAL RAILWAY ACT, 1853.

Section XXVII.

The Communications between the Railways hereby authorized to be made and the South Wales Railway, the Vale of Neath Railway, and the Briton Ferry Dock and Railway, and all such Openings in the Ledges or Flanches of such Railways as may be necessary or convenient for effecting such Communications, shall be made under the Direction and Superintendence of the Engineer for the Time being of the South Wales Railway Company, the Vale of Neath Railway Company, and the Briton Ferry Dock and Railway Company respectively ; and in case of any Difference arising as to the Mode of effecting such Communications respectively, then the same shall be determined by a Referee, to be appointed at the Cost of the Company by the Board of Trade on the Application of either Company.

Communication with South Wales Railway to be made under the Direction of their Engineer.

Section XXVIII.

Nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company hereby incorporated to take or enter upon any of the Lands belonging to the South Wales Railway Company, or to the Vale of Neath Railway Company, or to the Briton Ferry Dock and Railway Company, or to alter, vary, or interfere with the respective Railways of those Companies, or any of the Works thereof, further or otherwise than is necessary for the convenient Junction and Intercommunication between those respective Railways and the Railways hereby authorized, without the Consent in Writing of the said respective Companies in every Instance for that Purpose first had and obtained.

Not to interfere with the South Wales Railway Company without Consent.

Section XXIX.

Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, or Powers of the said respective Companies otherwise than is herein expressly provided.

Saving Rights of certain Railway Companies.

[Local.]

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Section

The South Wales Railway Consolidation Act, 1855.

Section XXX.

Power to Company to enter into working Arrangements with certain Railway Companies.

It shall be lawful for the Company from Time to Time to contract and agree with the South Wales Railway Company, the Vale of Neath Railway Company, and the Briton Ferry Dock and Railway Company respectively for or in respect of the joint Use of the Railways hereby authorized, and for or in respect of the Interchange of Traffic; and all Contracts and Agreements hereafter to be made between the Company and any of the said respective Companies for any of the Purposes aforesaid, sealed with their respective Common Seals, shall, if they are in accordance with the Powers given by this Act or the Acts incorporated herewith, be valid at Law and binding upon the Parties to such Contracts or Agreements to all Intents and Purposes whatsoever.

THE VALE OF TOWY RAILWAY ACT, 1854.

Section XXII.

Broad Gauge to be laid down in certain Events.

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

Section XXIII.

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

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

Section XXIV.

Regulation of Mixed Gauge.

That in case the Company shall lay down any such additional Rails, the said Railway, so far as relates to the mechanical Construction of the Mixed Gauge, shall

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

THE NEWPORT (MONMOUTHSHIRE) DOCKS ACT, 1854.

Section XLIII.

And whereas the said Aqueduct or Watercourse, Pipe or Culvert, from the River Ebbw, as delineated on the Plans and Sections deposited as in this Act mentioned, will cross the Line of the South Wales Railway in the said Parish of Saint Woollos: Be it enacted, That it shall not be lawful for the Company, in constructing or conveying such Aqueduct or Watercourse, Pipe or Culvert, through or across or within the Lands, Works, or Property of the South Wales Railway Company, to deviate from the Line and Levels thereof as delineated on the said Plans and Sections, without the Consent in Writing of the South Wales Railway Company first had and obtained.

Not to deviate from Line, &c. on Plan in crossing South Wales Railway without Consent.

Section XLIV.

That all the Works necessary for carrying the said Aqueduct or Watercourse, Pipe or Culvert, across the South Wales Railway, and any Works executed under the Authority of this Act under, over, or upon the South Wales Railway or the Works or Property of the South Wales Railway Company, shall be made and done at the Expense of the Company and under the Direction and Superintendence of the Engineer for the Time being of the South Wales Railway Company, and according to such Plans as shall have been first approved of by him.

Aqueduct under South Wales Railway to be constructed to the Satisfaction of the South Wales Company's Engineer.

Section XLV.

That nothing in this Act contained shall extend or be construed to extend to authorize or enable the Company to alter, vary, or interfere with the Permanent Way of the South Wales Railway, or, except so far as may be unavoidable in the Construction of the Works by this Act authorized, to take, use, or enter upon any of the Lands, Works, or Property of or belonging to the South Wales Railway Company, without the Consent in Writing of the South Wales Railway Company in every Instance for that Purpose first had and obtained.

Not to take Lands of South Wales Company, except such as are necessary for Constructing the Works, without Consent.

Section XLVI.

That if by reason or in execution of any of the Works by this Act authorized to be made, or if by reason of any Act or Omission of the Company, or of any of their Agents, Servants, or Workmen, the said South Wales Railway shall

Compensation for obstructing South Wales Railway.

The South Wales Railway Consolidation Act, 1855.

shall be so obstructed as to prevent the free Passage of the Traffic thereon, the said Company shall immediately remove such Obstruction, and in the event of their failing to do so, the South Wales Railway Company, their Agents, Servants, or Workmen, shall be at liberty to remove the same at the Costs, Charges, and Expenses of the Company, and they shall pay to the said South Wales Company such Costs, Charges, and Expenses, in addition to such Damages as the last-mentioned Company may sustain by reason of such Obstruction, such Sum to be recovered, together with full Costs of Suit, by Action of Debt in any Court of competent Jurisdiction, and any Damage or Injury to the Works or Property of the South Wales Railway Company so occasioned shall be immediately repaired by the Company, and such Works or Property restored to the same State as before any such Damage or Injury was occasioned, and if they shall fail so to do within Twenty-four Hours after Notice given by the South Wales Railway Company in that Behalf, the South Wales Railway Company, their Agents, Servants, or Workmen, shall be at liberty to restore the same at the Costs, Charges, and Expenses of the Company, which Costs, Charges, and Expenses, together with the Costs of Suit, may be recovered in any Court of competent Jurisdiction.

Section XLVII.

Saving the Rights of the South Wales Railway Company.

That nothing in this Act contained shall prejudice, diminish, alter, or take away, further or otherwise than is herein expressly authorized, any of the Rights, Privileges, Powers, or Authorities vested in the South Wales Railway Company.

THE CARMARTHEN AND CARDIGAN RAILWAY ACT, 1854.

Section XXIV.

Company not to interfere with the Property of the South Wales Railway Company.

That it shall not be lawful for the Company, further or otherwise than is by this Act expressly authorized, to enter upon, take, or use any of the Lands or Property of the South Wales Railway Company, or in any Manner to vary or alter the said South Wales Railway or any of the Works appertaining thereto, without the Consent of the last-mentioned Company.

Section XXV.

Junction with South Wales Railway to be under Direction of Engineer of that Company.

That the Junction with the South Wales Railway shall be made at such Point within the Limits of Deviation defined on the said Plans as shall be approved of by the Engineer for the Time being of the South Wales Railway, and all Works which may be required for effecting such Junction upon or affecting the Works or Property of the South Wales Railway Company shall be made according to Plans to be first approved of by such Engineer, and shall be executed under his Direction and Control, but at the Expense in all respects of the Company.

Section XXVI.

Cost of Alteration in Carmarthen Station of South Wales Railway to be paid by Company.

And whereas it is apprehended that the Junction with the South Wales Railway by this Act authorized cannot be effected without interfering with the convenient Use of the Carmarthen Station and Works connected therewith: Be it enacted, That if for the Purpose of remedying any Inconvenience that may be occasioned to the Working of or to the Traffic upon the South Wales Railway, or to the Use of the Carmarthen Station thereon, by reason of the Junction by this Act authorized, any Alteration shall be made by the South Wales Railway

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Railway Company in the present Platform, Sidings, Sheds, or any other of the Works and Conveniences of or belonging to the said Station, the Cost of such Alteration shall be borne and paid by the Company; and if any Difference of Opinion shall arise between the Two Companies as to the Necessity for or Reasonableness of any such Alteration, or as to the Cost thereof, such Difference shall be determined by Arbitration in the Manner provided by "The Railways Clauses Consolidation Act, 1845."

Section XXVII.

Nothing in this Act contained shall prejudice, diminish, alter, or affect, further or otherwise than is herein expressly authorized, any of the Rights, Privileges, Powers, or Authorities vested in the South Wales Railway Company. Saving Rights of South Wales Railway Company.

Section XLVIII.

The South Wales Railway Company and the Carmarthen and Cardigan Railway Company may from Time to Time enter into Agreements with respect to the following Purposes or any of them; (that is to say,)

The Use by the South Wales Railway Company of all or any Part of the Railway of the Carmarthen and Cardigan Railway Company, and the Use of the Works and Conveniences belonging thereto: South Wales and Carmarthen and Cardigan Railway Companies may enter into Traffic Arrangements.

The fixing of the Tolls, Rates, and Charges to be levied or taken by the said Companies in respect of the Traffic conveyed over their several Railways, or any Part thereof respectively, not exceeding the maximum Tolls, Rates, and Charges authorized by the Acts of Parliament relating to such Railways respectively:

The Collection, taking, and levying of the said Tolls, Rates, and Charges.

Section XLIX.

Any such Agreement shall not be for more than Ten Years; and no such Agreement shall have any Operation until the same shall have been approved of by the Board of Trade; and no such Agreement as aforesaid shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the said Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or any other Company; but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railways to which the said Agreement may relate, upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as they would have been in case no such Agreement had been entered into: Provided always, that the said Board shall not approve such Agreement without being satisfied that the same has been duly assented to by the Shareholders of the several Companies Parties thereto in Special Meeting assembled for that Purpose. Duration of Agreement. To be approved by Board of Trade. Agreements not to affect Persons not Parties thereto.

Section L.

The said Companies may, by any such Agreement as aforesaid; appoint a joint Committee, composed of such Number of Directors of the said Companies as the said Companies may think proper, and from Time to Time may alter, vary, and renew any such Committee as Occasion may require, and may regulate the Proceedings of such Committee, and delegate to such Committee all such Powers of the said Companies respectively as may be necessary for carrying into effect the Purposes of such Agreement; and every such joint Com-

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mittee.

Appointment of joint Committee for carrying the Agreement into effect.

The South Wales Railway Consolidation Act, 1855.

mittee so appointed shall have and may exercise the Powers so for the Time being delegated to them, in like Manner as the same might have been had and exercised by the said Companies respectively or their respective Directors.

Section LI.

Agreement may be renewed with the Approval of the Board of Trade; public Notice to be given of the Intention to enter into Agreements.

Agreement in-operative until approved by the Board of Trade.

At the Expiration of the said Agreement the said Companies, with the Consent in Special Meeting of the Shareholders of such Companies respectively, and subject to the Approval of the Board of Trade, may enter into a further Agreement for all or any of the Purposes aforesaid, provided that before such Companies shall enter into any such further Agreement as aforesaid they shall give Notice of their Intention to enter into such Agreement by Advertisement, in a Form to be approved of by the Board of Trade, inserted once in each of Three successive Weeks in some Newspaper published or circulating in each County in which any Part of the Railway or Railways to which such proposed Agreement relates is situated; and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Agreement, and desiring to object thereto, may bring such Objections before the Board of Trade; and no such Agreement shall be valid at Law or in Equity until the same shall have been approved of by the Board of Trade.

Section LII.

Working Arrangements, &c. not to take effect unless approved by Three Fifths of the Shareholders.

That none of the Powers and Provisions of this Act with respect to the Use of the Railway by the South Wales Railway Company shall have any Operation or Effect unless and until the Contracts or Arrangements intended to be made for such Purpose shall have been submitted to and approved by a Majority of not less than Three Fifths of the Votes of the Shareholders present, personally or by Proxy, at a Meeting of the Company before or after the passing of this Act specially convened for that Purpose.

Section LIII.

Meeting how to be convened.

Such Meeting shall be called by Advertisements inserted for Two successive Weeks in a Morning Newspaper published in London, and in some Newspaper of the County in which the principal Office of the Company is situate, the last of which Advertisements shall be published not less than Seven Days before such Meeting, and also by a Circular addressed to each Shareholder entitled to vote at Meetings of the Company, to be served in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices requiring to be served by the Company upon the Shareholders.

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