



ANNO VICESIMO & VICESIMO PRIMO

VICTORIÆ REGINÆ.

Cap. cvi.

An Act for making a Railway from the *Llanidloes and Newtown* Railway in the Parish of *Llandinam* in the County of *Montgomery* to the Town of *Machynlleth* in the same County.

[27th July 1857.]

WHEREAS the making of a Railway from the authorized Line of the *Llanidloes and Newtown* Railway in the Parish of *Llandinam* in the County of *Montgomery* to the Town of *Machynlleth* in the same County would be of great public Advantage, and the Persons herein-after named, with others, are willing at their own Expense to carry such Undertaking into execution: And whereas it is expedient to make Provision for the Use, by the Company incorporated by this Act, of so much of the *Llanidloes* Railway as may be situate between the Junction therewith of the Railway by this Act authorized to be made and *Newtown*, together with all Stations, Sidings, and Watering Places connected with that Portion of the *Llanidloes* Railway, and to authorize the Company to enter into Agreements, as herein-after mentioned, with all or any of the following Companies (in this Act referred to as "the Six Companies"); that is to say, the *Llanidloes and Newtown*, the *Oswestry and Newtown*, the *Shrewsbury and Welchpool*, the *Great*

[*Local.*]

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Western

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Western and the London and North-western Railway Companies and the Shropshire Union Railways and Canal Company: And whereas it is expedient to enable the Company and the Llanidloes and Newtown, the Shrewsbury and Welchpool, and the Oswestry and Newtown Railway Companies to enter into certain other Agreements as herein-after mentioned: And whereas the Purposes 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; (that is to say,)

8 & 9 Vict.
cc. 16., 18.,
& 20. incor-
porated.

I. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act.

Interpreta-
tion of
Terms.

II. In this Act the following Words and Expressions shall have the Meanings hereby assigned to them; (that is to say,)

The "*Llanidloes Railway*" shall mean the *Llanidloes and Newtown Railway* :

The "*Llanidloes Company*" shall mean the *Llanidloes and Newtown Railway Company* :

The "*Oswestry Company*" shall mean the *Oswestry and Newtown Railway Company* :

The "*Shrewsbury Company*" shall mean the *Shrewsbury and Welchpool Railway Company* :

The "*Six Companies*" shall mean the *Llanidloes and Newtown, the Oswestry and Newtown, the Shrewsbury and Welchpool, the Great Western, and the London and North-western Railway Companies, and the Shropshire Union Railways and Canal Company.*

Short Title.

III. In citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "*The Newtown and Machynlleth Railway Act, 1857.*"

Subscribers
incorporated.

IV. The Right Honourable *George Henry Robert Charles Earl Vane, Sir Watkin Williams Wynn Baronet, Robert Davies Jones, Charles Thomas Thruston, John Foulkes, Laurence Ruck, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns, shall be united into a Company for the Purpose of making and maintaining the Railway herein-after described, with all proper Works and Conveniences connected therewith, according to the Provisions of this Act and the Acts*
incorporated

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incorporated therewith; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Newtown and Machynlleth Railway Company*," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the said Undertaking within the Restrictions herein and in the said Acts contained.

V. The Capital of the Company in Shares shall be One hundred and fifty thousand Pounds, and all and every Part of the Money to be raised thereby shall be applied only in carrying into execution the Objects and Purposes of this Act. Capital.

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

VII. Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Two Months at least shall be the Interval between successive Calls; and Eight Pounds *per* Share shall be the greatest Aggregate of Calls thereon in any One Year. Calls.

VIII. It shall be lawful for the Company to borrow on Mortgage of their Undertaking any Sums of Money not exceeding in the whole the Sum of Fifty thousand Pounds, but no Part of that Sum shall be borrowed until the whole Capital of One hundred and fifty thousand Pounds shall have been subscribed, and One Half thereof paid up; and all and every Part of any Money so borrowed shall be applied only to the Purposes of this Act. Power to borrow on Mortgage.

IX. The Company shall not, 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, pay Interest or Dividends to any Shareholders on the Amount of Calls made in respect of the Shares held by them in the Capital of the Company: Provided always, that the Company may pay to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained. Interest not to be paid on Calls paid up.

X. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised for the Purpose of such Act or Acts, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament for the Time being in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking. Deposits on future Bills not to be paid out of Capital.

XI. The

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Number and
Qualification
of Directors.

XI. The Number of Directors shall be Eight, and the Qualification of a Director shall be the Possession in his own Right of One hundred Shares in the Undertaking.

Power to
vary Number
of Directors.

XII. It shall be lawful for the Company from Time to Time to reduce the Number of Directors, provided that the Number of Directors after any such Reduction be not less than Five.

First Direc-
tors.

XIII. Sir *Watkin Williams Wynn* Baronet, *Robert Davies Jones*, *Charles Thomas Thruston*, *John Foulkes*, and *Laurence Ruck* shall be Five of the First Directors of the Company.

Quorum of
Directors.

XIV. A Quorum of a Meeting of Directors shall be Three ; and if the Directors are reduced to Five, the Quorum shall be Two.

Election of
Directors at
First General
Meeting.

XV. The Directors appointed by this Act, or such of them as shall not die or resign or become disqualified or be removed, shall continue in Office until the First Ordinary General Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may continue in Office the Directors appointed by this Act, or any Number of them, or may elect new Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible to be elected as Members of such new Body.

Subsequent
Election of
Directors.

XVI. At the First Ordinary General Meeting to be held in every subsequent Year after the First General Meeting the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office agreeably to the Provisions of "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in the Manner provided by "The Companies Clauses Consolidation Act, 1845."

Periods for
Balance and
Inspection of
Books.

XVII. The Periods to which the Books of the Company shall be brought to balance shall be the Thirty-first Day of *December* and the Thirtieth Day of *June* in each Year.

Power to
make Rail-
way.

XVIII. It shall be lawful for the Company to make and maintain a Railway, with all proper Works and Conveniences connected therewith, according to the Plans and Sections herein-after mentioned, commencing by a Junction with the authorized Line of the *Llanidloes* Railway in the Parish of *Llandinam* in the County of *Montgomery*, and terminating near the National Schools in the Town of *Machynlleth* in the same County.

XIX. Whereas

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XIX. Whereas Plans and Sections of the Railway showing the Line and Levels thereof, and also a Book of Reference containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the Lands which may be required to be taken for the Purposes thereof, have been deposited with the Clerk of the Peace for the County of *Montgomery*: Therefore, subject to the Provisions and Powers of Deviation in this Act and "The Railways Clauses Consolidation Act, 1845," contained, the Railway shall be made in the Line or Course and upon the Lands delineated on the said Plans, and described in the said Book of Reference, and according to the Levels defined on the said Sections; and subject to the aforesaid Provisions, it shall be lawful for the Company to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Railway to be made according to deposited Plan.

XX. Subject to the Provisions of this Act and in "The Railways Clauses Consolidation Act, 1845," contained, it shall be lawful for the Company in the Construction of the Railway to carry the same with a double Line of Railway across and on the Level of the several public Roads numbered on the Plan deposited as aforesaid as follows; that is to say,

Roads to be crossed on a Level.

Number on Plan.	Parish.	Description.
31	Llandinam - - -	Turnpike Road.
13	Llanwnog - - -	Ditto.
59 <i>a</i>	Ditto - - -	Ditto.
126	Ditto - - -	Public Road.
165	Ditto - - -	Ditto.
15 <i>b</i>	Carno - - -	Ditto.
35	Ditto - - -	Ditto.
8	Machynlleth - - -	Public Road.

XXI. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the Railway crosses the before-mentioned Roads on the Level, and the Company shall be subject to and shall 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 the 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 such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Station or Lodge to be erected at Points of Crossing.

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Board of
Trade may
require
Bridges in
lieu of level
Crossings.

XXII. 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 hereafter to require the Company within such Time as the said Board shall direct, and at the Expense of the Company, to carry any of the said Roads either over or under the Railway by means of a Bridge or Arch in lieu of crossing the same on the Level, or to execute any such other Works as under the Circumstances of the Case shall appear to the said Board to be the best adapted for removing or diminishing the Danger arising from such level Crossing; but where any such Road shall be so carried under or over the Railway, it shall not be necessary for the Company to erect or maintain any Station or Lodge at the Point where such Road may be crossed, or to appoint any Person to watch or superintend the Crossing thereat, nor shall they be liable to any of the aforesaid Penalties for Failure so to do.

Lands for
extraordi-
nary Pur-
poses.

XXIII. The Company may purchase by Agreement and may hold Lands for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," but the Quantity of Land so to be purchased shall not exceed Ten Acres.

Powers for
compulsory
Purchases
limited.

XXIV. The Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for
Completion
of Railway.

XXV. The Railway shall be completed in Five Years from the passing of this Act, and on the Expiration of such Period the Powers of this Act granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as then shall have been completed.

Repayment
of Deposit.

XXVI. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Twelve thousand and sixty-four Pounds Six Shillings and Tenpence Three Pounds *per Centum* Consolidated Bank Annuities (being the Produce of Eleven thousand two hundred and fifty Pounds, One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway) has been transferred pursuant to the said Act in respect of the Application to Parliament for this Act: Be it enacted, That notwithstanding anything contained in the said recited Act, the said Stock or Annuities so transferred as aforesaid in respect of the Application for this Act, or the Interest or Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless

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

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aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

As to Communication with the Llanidloes and Newtown Railway.

XXVII. The Communication of the Railway with the *Llanidloes* Railway shall be made at the Point shown in that Behalf on the Plans deposited for the Purposes of this Act, or within the Limits of Deviation shown thereon, and not at any other Point without the Consent of the *Llanidloes* Company under their Common Seal; and such Communication shall be effected in a substantial and workmanlike Manner, by means of Connexion Rails and Points, of the Construction and laid at the Place and in the Manner from Time to Time most approved by and to the entire Satisfaction of the Engineer of the *Llanidloes* Company; and the Expense of such Communication, and of all other Works from Time to Time requisite for altering, amending, repairing, and maintaining such Communication Rails and Points, and of regulating and adjusting the same, shall be borne and paid by the Company; and all such Communications, Openings, and other Works shall be made, and from Time to Time be altered, amended, repaired, and maintained, at the Cost of the Company, to the entire Satisfaction as aforesaid of the Engineer of the *Llanidloes* Company, and in every Case in such Manner and by such Means as shall not in anywise impede, prejudice, or interfere with the free, uninterrupted, and safe Passage along the Railway so communicated with.

Signals, &c. to be erected, &c., and Persons appointed by Llanidloes Company to prevent Danger at Point of Junction.

XXVIII. The *Llanidloes* Company may from Time to Time erect such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Switchmen, or other Persons, as they may deem necessary for the Prevention of Danger or Obstruction to or Interference with Traffic at and near the Point of Junction between the Railway and the *Llanidloes* Railway; and the Working and Management of such Signals, Works, and Conveniences shall be under the exclusive Management and Regulation of the *Llanidloes* Company; and all the Costs and Expenses of erecting and maintaining such Signals, Works, and Conveniences, and the Wages of such Watchmen, Switchmen, and other Persons, shall, at the End of every Half Year, be repaid by the Company to the *Llanidloes* Company, and in default of such Repayment the Amount of such Costs, Expenses, and Wages may be recovered from the Company by the *Llanidloes* Company in any Court of competent Jurisdiction.

Tolls.

XXIX. It shall be lawful for the Company to demand any Tolls for the Use of the Railway not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandise.

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

For

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For all Coals, Stones for building, and pitching, paving, Dung, Compost, and all Sorts of Manure, Lime and Limestone, Clay, Sand, and all undressed Materials for the Repairs of public Roads or Highways, *per Ton per Mile* not exceeding One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* of One Halfpenny:

For all Coke, Culm, Charcoal, and Cinders, all Bricks, Tile, Slates, Ironstone and Iron Ore, Copper Ore, Lead Ore, Tin Ore, Manganese, and all other Ores and Materials, 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 One Penny Halfpenny; 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, and Deals, Copper, Tin, Lead, and other Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* not exceeding Twopence Halfpenny; 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 Halfpenny; 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, 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:

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

Tolls for
Passengers
or Cattle.

For every 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:

[Local.]

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For

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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.

Tolls for
propelling
Powers.

XXX. 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.

Regulations
as to the
Tolls.

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

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

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

For a Fraction of a Ton the Company may demand Toll according to the Numbers of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

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

Maximum
Rate of
Charges for
Passengers;

XXXII. The maximum Rate of Charge to be made by the Company for the 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:

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 *per* Mile.

XXXIII. And

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XXXIII. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railway and Waggons or Trucks and locomotive Power, and every Expense incidental to such Conveyance, shall not exceed the following Sums: for Cattle, Goods, &c.

For every Horse or other Beast of Draught or Burden before classed with Horses, the Sum of Fivepence *per* Mile:

For every Ox, Cow, Bull, or Cattle, the Sum of Threepence *per* Head *per* Mile:

For every Calf or Pig, One Penny Halfpenny *per* Mile:

For Sheep and small Animals, One Penny Farthing each *per* Mile:

For every Carriage, the Sum of Sixpence *per* Mile:

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

For Coke, Ores, Minerals, and other Articles herein-before classed therewith, the Sum of Twopence Farthing *per* Ton *per* Mile:

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.

XXXIV. The Restrictions as to Tolls and Charges to be made for Passengers and Articles herein-before mentioned shall not extend to any Special Train that may be required to run on the Railway, but shall apply only to the Ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway. Restrictions as to Charges not to apply to Special Trains.

XXXV. With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand the following; that is to say, Tolls for small Parcels and single Articles of great Weight.
For the Carriage of small Parcels on the Railway, or on any Part thereof, as follows:

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

For any Parcel exceeding Seven Pounds in Weight, but not exceeding Fourteen Pounds in Weight, Eightpence;

For any Parcel exceeding Fourteen Pounds in Weight, but not exceeding Twenty-eight Pounds in Weight, One Shilling;

And for any Parcel exceeding Twenty-eight Pounds in Weight, but not exceeding Fifty-six Pounds in Weight, One Shilling and Fourpence;

And for any Parcel exceeding Fifty-six Pounds in Weight, but not exceeding One hundred and twelve Pounds in Weight, Two Shillings and Sixpence;

And

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And for Parcels exceeding One hundred and twelve Pounds in Weight, but not exceeding Five hundred Pounds in Weight, the Company may demand any Sum which they think fit :
 Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages :

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

Company to take increased Charges by Agreement.

XXXVI. 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 of such Goods (except small Parcels) by Passenger Trains, or by reason of any other special Service performed by the Company in relation to such Goods.

Passengers Luggage.

XXXVII. Every Passenger travelling upon the Railway may take with him the ordinary Luggage, not exceeding One hundred and twenty Pounds in Weight for each First-class Passenger, One hundred Pounds in Weight for each Second-class Passenger, and Sixty Pounds in Weight for each Third-class Passenger, without any Charge being made for the Carriage thereof.

Power for Company to use a Portion of the Llanidloes Railway.

XXXVIII. The Company may from Time to Time pass over and use with their Engines, Carriages, and Waggon's such Part of the *Llanidloes* Railway as may be situate between the Junction of the Railway therewith and *Newtown*, together with all Stations, Sidings, Watering Places, Offices, and other Works and Conveniences connected therewith, upon Payment of such Rents, Tolls, Rates, and Charges, and upon such Terms and Conditions, as may be from Time to Time agreed on between the Company and the *Llanidloes* Company.

Board of Trade to decide if

XXXIX. If at any Time the Company fail to agree with the *Llanidloes* Company in regard to the Matters aforesaid, or any of them,

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them, the Board of Trade, on the Application of the Company, may from Time to Time make and enforce such Orders and Regulations as to that Board may seem proper for such User by the Company, and may fix the Charges to be made in respect thereof, and the Charges and Expenses of that Board shall be paid by the Company.

Companies fail to agree.

XL. It shall be lawful for the Company and the Six Companies, or for the Company and any or either of the Six Companies, from Time to Time, if they shall think fit, to enter into Contracts and Agreements for facilitating the Transmission and Transit of Traffic from or to and over the Railway by this Act authorized to or from and over the Railways of the Six Companies, or such of them as may be Party to the Contract or Agreement, in such Manner and upon such Terms and Conditions as they shall respectively think fit: Provided always, that no such Contract or Agreement which the Company may, in pursuance of the Powers contained in this present Enactment, enter into with any One of the Six Companies shall be so framed as to prevent the Company from entering into similar Contracts or Agreements for the like Purposes with all or any of the other of the said Companies.

Power to enter into Agreements with the Six Companies, or any of them, for facilitating Traffic.

XLI. It shall be lawful for the Company and the Six Companies, or for the Company and any or either of the Six Companies, from Time to Time, if they shall think fit, to enter into Contracts and Agreements with reference to the Working, Maintenance, and Use of the Railway by this Act authorized, or any Part thereof, and as to the Payment or Contribution by and between the said Companies, or such of them as may be Party to any such Agreement, of or towards the Cost, Charges, and Expenses of such Working, Maintenance, and Use, and also with reference to the Rates, Tolls, and Charges to be charged by or between the said Companies, or such of them as may be Party to any such Agreement, for or in respect of any Traffic, and the Appointment, Division, and Apportionment between the said Companies of such Rates, Tolls, and Charges, and such Contracts and Agreements from Time to Time to alter and vary as Occasion may require, and also for all or any of the Purposes aforesaid to make and execute all such Deeds, Contracts, Instruments, and Assurances as may be requisite or expedient for giving to the Matters and Premises aforesaid full Effect.

Power to enter into Working Agreements with the Six Companies, or any of them.

XLII. It shall be lawful for the Company and the *Llanidloes* Company, and the *Oswestry* Company, and the *Shrewsbury* Company, or for the Company and any or either of those Companies, if they shall think fit, to enter into Contracts and Agreements for the User by the Company of the Railways, or any Portion of the Railways, and of any

Power to Company to enter into Agreements for the User of other Lines and the Stations

[Local.]

17 U

Station

The Newtown and Machynlleth Railway Act, 1857.

of other
Companies.

Station or Stations, and all Offices and Conveniences connected therewith, belonging to such Companies, or such of them as may be Party to any such Agreement, and with respect to the Rates, Tolls, or other Charges which shall be paid by the Company for the Use of the same.

Duration of
Agreement ;
but to be
approved by
Board of
Trade.

XLIII. Provided always, That any such Agreement made under the Powers of this Act as aforesaid 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 Company 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 also, that the said Board shall not approve any such Agreement as aforesaid without being satisfied that the same has been duly assented to by Shareholders of the Companies, Parties thereto, in Special Meetings assembled for the Purpose, and holding at least Three Fifths of the paid-up Capital represented at such Meetings, personally or by Proxy, such Shareholders being qualified to vote thereat in right of such Capital.

Agreement
may be re-
newed with
the Approval
of the Board
of Trade.
Public No-
tice to be
given of the
Intention to
enter into
Agreements.

XLIV. At the Expiration of any such Agreement as aforesaid the said Companies, with such respective Consent as aforesaid, 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 Two 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 situate ; 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 by the Board of Trade, and assented to by such Majority of the Shareholders as is herein-before mentioned.

Agreement
inoperative
unless ap-
proved by
the Board of
Trade.

XLV. It

The Newtown and Machynlleth Railway Act, 1857.

XLV. It shall be lawful for the Company and the *Llanidloes* Company and the *Oswestry* Company, or the Company and either of those Companies, to enter into Contracts and Agreements for the joint Construction, Maintenance, Management, and Use of a Station or Stations at *Newtown*, and at or near the Junction of the Railway with the *Llanidloes* Railway near *Caersws*, or at either of those Places, for the Accommodation of the respective Traffic of the said Companies, or for any or either of the Purposes aforesaid, and to give effect to and from Time to Time to alter, vary, or renew any and all such Arrangements and Agreements as to the said Companies shall seem meet, and to do or concur in all Acts necessary for all or any of the Purposes aforesaid; and it shall be lawful for the contracting Companies respectively to appoint a joint Committee or joint Committees for the Regulation and Management of the joint Station or Stations, and to agree on Regulations as to the Appointment and Duties of such joint Committee or Committees, and to depute to such joint Committee or Committees Powers to agree to and from Time to Time to vary or rescind Regulations respecting the Management and Use of such joint Station or Stations.

Arrange-
ments for
joint Sta-
tions.

XLVI. The Subscription Contract which, pursuant to the Standing Orders of Parliament, was entered into with respect to the Undertaking authorized by this Act previously to the Commencement of the last Session of Parliament, shall be as valid and shall be construed as if this Act had been passed in the said last Session.

Confirming
Validity of
Subscription
Contract.

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

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

XLVIII. The Expenses, Costs, and Charges of obtaining and passing this Act shall be paid by the Company.

Expenses of
Act.

LONDON:

Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1857.

