



ANNO VICESIMO TERTIO & VICESIMO QUARTO
VICTORIÆ REGINÆ.

Cap. clxiv.

An Act for making a Railway from the *Vale of Clwyd* Railway at *Denbigh* in the County of *Denbigh* to *Corwen* in the County of *Merioneth*, to be called “*The Denbigh, Ruthin, and Corwen Railway.*” [23d July 1860.]

WHEREAS the Construction of a Railway or Railways from the Terminus of the *Vale of Clwyd* Railway at the Town of *Denbigh* in the County of *Denbigh* to *Corwen* in the County of *Merioneth*, to be called “*The Denbigh, Ruthin, and Corwen Railway,*” would be of great public and local Advantage: And whereas the Persons herein-after named, together with other Persons, are willing at their own Expense to carry such Undertaking into execution, if authorized so to do, and are desirous of being incorporated into a Company (in this Act called “the Company”) for that Purpose; but the several 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 Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

[*Local.*]

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I. “The

The Denbigh, Ruthin, and Corwen Railway Act, 1860.

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

I. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall (save as to such Parts thereof respectively as are expressly varied or excepted by this Act) be incorporated with this Act.

Short Title.

II. In citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "*The Denbigh, Ruthin, and Corwen Railway Act, 1860.*"

Incorporation of
Company.

III. *Townshend Mainwaring M.P., Frederick Richard West, John Jesse, Richard Christopher Naylor, John Price, Frederick William Smith, John Jenkins, Richard Gregson Ellis, Jasper Wilson Johns*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway or Railways and Works herein-after described, with all proper Works and Conveniences belonging thereto, according to the Provisions of this Act and the Acts incorporated therewith, and for other the Purposes herein and in the said incorporated Acts respectively contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "*The Denbigh, Ruthin, and Corwen Railway Company*," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have the Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said incorporated Acts contained.

Capital.

IV. The Share Capital of the Company shall be One hundred and fifty thousand Pounds Sterling, and the Number of Shares into which the said Capital shall be divided shall be Fifteen thousand Shares, and the Amount of each Share shall be Ten Pounds.

Calls.

V. Two Pounds *per* Share shall be the greatest Amount of any Call which the Company shall be authorized to make on the Shareholders, and Three Months at least shall be the Interval between successive Calls, and Three Fourths of the Amount of a Share shall be the utmost aggregate Amount of the Calls to be made in any One Year upon such Share.

Interest or
Dividend not
to be paid on
Calls paid
up.

VI. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividends to any Shareholder on the Amount of 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 contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the

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the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

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

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

VIII. It shall be lawful for the Company to borrow on Mortgage any Sum not exceeding in the whole Fifty thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of One hundred and fifty thousand Pounds shall have been subscribed for and held by Subscribers, and One Half thereof shall have been actually paid up, and until they shall prove to the Justice who is to certify under the Provisions contained in the 40th Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that all such Capital has been subscribed for *bonâ fide*, and is held by Subscribers or their Assignees, and for which such Subscribers or their Assignees are legally liable; and all Monies raised under the Powers of this Act, either by Shares or by borrowing, shall be applied in carrying out the Purposes of this Act only, and for no other Purpose.

Power to borrow on Mortgage.

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

Arrears may be enforced by Appointment of Receiver.

X. The First Ordinary Meeting of the Company shall be held within Six Months next after the passing of this Act.

First Ordinary Meeting.

XI. The Number of Directors of the Company shall be Nine, and the Qualification of a Director shall be the Possession in his own Right of Twenty Shares in the Undertaking.

Number and Qualification of Directors.

XII. It shall be lawful for the Company from Time to Time to reduce the Number of Directors appointed by them, provided that the Number of Directors when reduced be not less than Six.

Power to vary the Number of Directors.

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

Quorum of Directors.

XIV. *Townshend*

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First Directors.

XIV. *Townshend Mainwaring M.P., Frederick Richard West, John Jesse, Richard Christopher Naylor, John Price, Frederick William Smith, John Jenkins, Richard Gregson Ellis, and Jasper Wilson Johns*, shall be the First Directors of the Company.

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 contained in "The Companies Clauses Consolidation Act, 1845;" 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."

Power to make Railways and Works according to deposited Plans.

XVII. Whereas Plans and Sections of the proposed Railways and Works, showing the Line and Levels thereof, and also a Book of Reference thereto, containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same are intended to pass, or which may be required for the Purposes of the Undertaking, have been deposited with the Clerks of the Peace for the Counties of *Denbigh* and *Merioneth*: Therefore, subject to the Provisions and Powers of Deviation in this Act and the incorporated Acts contained, the Railways may be made in the Line or Course and upon the Lands delineated on the said Plans and described in the said Books 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.

Lines of Railway, as herein stated.

XVIII. The Railways and Works which the Company hereby incorporated are by this Act authorized to make and maintain respectively comprise the following; (that is to say,)

No. 1. A Railway commencing in the Town of *Denbigh* in the County of *Denbigh* by a Junction with the *Vale of Clwyd* Railway at the *Denbigh* Terminus thereof, and terminating in the Town of *Ruthin* in the County of *Denbigh* in Field No. 1., in the Parish of *Llanrhydd*,

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rhydd, in the deposited Plans herein-after mentioned, being the Property of *Frederick Richard West* Esquire :

No. 2. A Railway commencing in the Town of *Ruthin* in the County of *Denbigh* by a Junction with the intended Railway No. 1. herein-before described, at the *Ruthin* Terminus of such Railway, and terminating in the Parish and Town of *Corwen* in the County of *Merioneth* in Field No. 1., in the said Parish of *Corwen*, in the deposited Plans herein-after mentioned, being the Property of *Walter Jones* Esquire.

XIX. Subject to the Provisions in this Act and in “The Railways Roads to be
Clauses Consolidation Act, 1845,” contained, it shall be lawful for the crossed on
Company, in the Construction of the Railway No. 1, to carry the same a Level.
across and on the Level of the public Roads, numbered on the Plans
deposited as aforesaid, as follows ; (that is to say,)

No. on Plan.	Parish.	Description of Road.
91	Llanrhaiadr - - -	Public Road.
50	Llanynys - - -	Public Road.
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Provided always, that it shall not be lawful for the Company, in shunting
Trains to or from any Siding near to any of such level Crossings, to pass
any Trains over such level Crossings, or to allow Trains to stand across
the same : Provided also, that until the Railways shall be made double
Lines the said Roads shall not be crossed with more than One Line of
Rails, and in no Case shall the said Roads be crossed by more than Two
Lines of Rails.

XX. For the greater Convenience and Security of the Public, the Stations or
Company shall erect and permanently maintain either Stations or Lodges to be
at the Points where either of the Railways crosses the before-mentioned erected at
Roads on the Level, and the Company shall be subject to and shall abide Points of
by all such Rules and Regulations with regard to the crossing of such Crossing.
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 to maintain
any such Stations or Lodges, or to appoint proper Persons to watch or
superintend the Crossings at such Points or Stations, or to observe or
abide by any such Rule or Regulation as aforesaid, they shall for every
such Offence be liable to a Penalty of Twenty Pounds, and also to a daily
Penalty of Ten Pounds for every Day such Offence shall continue after
such Penalty of Twenty Pounds shall have been incurred.

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XXI. It

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

XXI. 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, either before or after the Railway shall have been completed and open for Traffic, 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 Railways by means of a Bridge or Arch in lieu of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board to be best adapted for removing or diminishing the Danger arising from such level Crossings.

Inclination of Roads.

XXII. It shall be lawful for the Company to make the Inclination of the Roads hereafter mentioned when altered for the Purposes of this Act such as but not steeper than the Inclination herein-after mentioned; (that is to say,)

No. on Plan.	Parish.	Description of Road.	Inclination.
40	{ Llanfair - - }	Public Road -	1 in 12
14	{ Dyffryn Clwyd - }	Public Road -	1 in 12
30	Derwen - -	Public Road -	1 in 8
47	Gwyddelwern -	Public Road -	1 in 15
			(on One Side)

Lands for extraordinary Purposes.

XXIII. The Company may purchase by Agreement, and not compulsorily, for extraordinary Purposes, as defined in "The Railways Clauses Consolidation Act, 1845," any Quantity of Land near or adjoining the Railways, not exceeding Five 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 Railways.

XXV. The Railways shall be completed within Five Years from the passing of this Act, and on the Expiration of that Period all the Powers hereby granted to the Company for making the Railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railways as shall then be completed.

Saving Rights of the Crown.

XXVI. Nothing contained in this Act or in any of the Acts herein referred to shall authorize the said Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights in respect thereof, belonging to the Queen's most Excellent Majesty in right of Her Crown, without the Consent in Writing of the Commis-

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Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose (which Consent such Commissioners are hereby respectively authorized to give), or shall take away, prejudice, diminish, or alter any of the Estates, Rights, Privileges, Powers, or Authorities vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

XXVII. And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth and Tenth Years of Her present Majesty, Chapter Twenty, a Sum of Twelve thousand Pounds, being Eight *per Cent.* upon the Amount of the Estimate of the Expense of the Railways authorized by this Act, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Sum of Twelve thousand Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the said Company shall, previously to the Expiration of the Period by this Act limited for the Completion of the Railways, either open the said Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the said Company shall either have opened the said Railways for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, 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 or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*: Provided, that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Twelve thousand Pounds shall have been executed by the said Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved

Security for
Completion
of Railways
within Time
limited.

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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 Twelve thousand Pounds, if the said Company shall not, within the Period by this Act limited for the Completion of [the Railways, either open the said Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons, or the Majority of the Persons, named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, or the Executors or Administrators of such Survivor; 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 Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividends thereof would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

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

First, in respect of the Tonnage of all Articles conveyed upon the Railways or any Parts thereof respectively, as follows:

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Material 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, Slate, 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 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, Staves, 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, and not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried and conveyed on a Truck or Platform, *per* Mile not exceeding Sixpence:

And a Sum of One Penny Halfpenny *per* Mile for every additional Quarter of a Ton, or fractional Part of a Quarter of a Ton, which any such Carriage may weigh.

XXIX. In respect of Passengers and Animals conveyed in Carriages upon the Railways, or either of them, the Company may demand any Tolls for the Use of the Railways not exceeding the following; (that is to say,) Tolls for Passengers and Cattle.

For every Person conveyed in or upon any 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 conveyed in or upon any Carriage, *per* Mile not exceeding Threepence; and for every Ox, Cow, Bull, or Neat Cattle so conveyed 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, Sheep, Lamb, or other small Animal, conveyed in or upon any Carriage, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

XXX. The Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railways 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 by this Act authorized to be taken. Tolls for propelling Power.

XXXI. The maximum Rates of Charges to be made by the Company for the Conveyance of Passengers upon the Railways, including the Tolls for the Use of the Railways, and of Carriages, and for locomotive Maximum Charges for Conveyance of Passengers.

[Local.]

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Power,

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Power, and for 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.

Restriction
as to Charges
not to apply
to Special
Trains.

XXXII. The Restrictions as to the Charges to be made for Passengers and Articles herein-before and herein-after mentioned shall not extend to any Special Trains that may be required to be run on the Railways, 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 on the Railways.

Maximum
Charges
for Convey-
ance of
Goods and
Cattle.

XXXIII. It shall not be lawful for the Company to charge, in respect of the several Articles, Matters, and Things, and of the several Descriptions of Animals, herein-after mentioned, conveyed on the Railways, any greater Sum, including the Charges for the Use of Carriages, Waggon, or Trucks, and for locomotive Power, and all other Charges incidental to such Conveyance, than the several Sums herein-after mentioned ; (that is to say,)

For all Dung, Compost, and all Sorts of Manure, Lime, and all undressed Materials for the Repair of public Roads and Highways, *per* Ton *per* Mile One Penny 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 Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils and other Articles of Merchandise, *per* Ton *per* Mile Twopence :

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile Threepence :

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, and Things, *per* Ton *per* Mile Fivepence :

For every Carriage, of whatever Description, and not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried and conveyed on a Truck or Platform, *per* Mile Sixpence, and One Penny Halfpenny additional for every Quarter of a Ton such Carriage may weigh over and above One Ton :

For

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For every Horse, Mule, or Ass conveyed in or upon any Carriage,
per Mile Fourpence :

For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any
 Carriage, *per* Mile Twopence :

And for every Calf or Pig, Sheep or Lamb, or other small Animal
 conveyed in or upon any Carriage, *per* Mile One Penny.

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

For Articles or Persons conveyed on the Railways, or either of them,
 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, with respect to Goods and
 Animals, demand Tolls 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 with respect to Passengers, every Fraction of a Mile
 beyond an integral Number of Miles shall be deemed a Mile :

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

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

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

XXXV. And 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 Tolls not exceeding the following ;
 (that is to say,) Tolls for
small Parcels
and single
Articles of
great
Weight.

For the Carriage of small Parcels on the Railways or on any Part
 thereof (as follows) :

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

For any Parcel exceeding Seven Pounds in Weight but not
 exceeding Fourteen Pounds in Weight, Sixpence :

For any Parcel exceeding Fourteen Pounds in Weight but not
 exceeding Twenty-eight Pounds in Weight, Eightpence :

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

And for Parcels exceeding Fifty-six Pounds in Weight but not
 exceeding Five hundred Pounds in Weight the Company may
 demand

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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 Terms 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 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.

Company
may take in-
creased
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 Railways, or either of them, may take with him his ordinary Luggage, not exceeding One hundred and twelve 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.

Course of
Railway
through
Property of
J. Price,
Esq., in
Parish of
Llanrhaidr.

XXXVIII. In constructing the firstly described Railway by this Act authorized through the Property of *John Price* Esq., in the said Parish of *Llanrhaidr* in *Cinmerch*, the same shall not be carried nearer to the Residence of the said *John Price* than the Eastern Line of Deviation shown on the said deposited Plans, without his Consent in Writing first had and obtained.

Bridge over
the Ystrad
Road.

XXXIX. The *Ystrad Road* in the Parish of *Denbigh* shall be carried over the Railway, and for that Purpose the Company shall erect all necessary Works for the Protection of the Traffic passing over such Road.

Footpath in
the Lower
Park.

XL. Provided always, That nothing in this Act contained shall be deemed or construed to empower the Company to stop up or obstruct the Footpath in the *Lower Park* in the said Parish of *Denbigh*.

XLI. In

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XLI. In lieu of the Diversion of the Road called *Park Lane* in the said Town of *Denbigh* shown on the said deposited Plans the Railway shall be carried over such Road, and for that Purpose it shall be lawful for the Company to lower such Road Three Feet Six Inches, and the Company shall erect and for ever maintain an Iron Girder Bridge of the whole Width or Span of the said Road, and of the clear Height throughout of at least Thirteen Feet Six Inches above such Level when altered.

Bridge over
Park Lane,
in Denbigh.

XLII. The Company shall construct in a parallel Line with the Railway hereby authorized to be made a well and sufficiently protected Pathway between *Vale Street* and *Park Lane*, within the said Town of *Denbigh*, of not less than Six Feet in Width, for the Accommodation of Foot Passengers, and such Footpath shall for ever after be maintained and kept in good Repair by and at the Expense of the said Company.

Footpath
from Vale
Street to
Park Lane.

XLIII. The Railway shall be carried over *Vale Street* in the said Town of *Denbigh* by means of an Iron Girder Bridge, and such Bridge shall be of the clear Width or Span of at least Forty Feet, and of the Height throughout of Sixteen Feet at the least above the Level of the said Road when altered in the Manner shown on the said deposited Plans, and the said Bridge shall also be so constructed as in no way to obstruct the Carriageway or Footpaths of the said Street by intermediate Supports.

Mode of
crossing
Vale Street.

XLIV. Except as is herein expressly provided, nothing in this Act contained shall be deemed or construed to deprive the Surveyors of Highways for the Parish of *Denbigh* of the Benefit of any of the Clauses and Provisions contained in the Acts incorporated herewith, or any of them.

Saving
Rights of
Surveyors of
Highways
for the
Parish of
Denbigh.

XLV. There shall be a convenient Station, with all suitable and convenient Approaches in the Parish of *Llanynys*, in and upon some Part of the Field numbered 80 in the said Plans and Reference Book relating to that Parish.

Providing
for Station at
Llanynys.

XLVI. In passing through the Lands of Mrs. *Mary Eyton* in the said Parish of *Llanynys* the said Railway No. 1. shall be constructed upon or within Twenty-two Yards on the East Side of the centre Line of Railway as now shown on the said Plans.

Course of
Line through
Land of Mrs.
Eyton.

XLVII. The Company shall, within Six Calendar Months after the opening of the Railway firstly herein-before described, construct and open for public Traffic a Road, of the Width of Thirty Feet and properly fenced off, in the Direction and on the Lands shown on the deposited Plans, *videlicet*, from the Site of the intended Station at *Ruthin* to a Point near to *Llanfwrog Bridge*.

Company to
construct,
within Six
Months, a
Road herein
named.

[*Local.*]

27 F

XLVIII. No-

The Denbigh, Ruthin, and Corwen Railway Act, 1860.

Company not to interfere with the Property of the Vale of Clwyd Railway Company, without Consent.

XLVIII. Nothing in this Act contained or referred to shall extend or be deemed or construed to extend to authorize or enable the Company to take or enter upon any of the Lands belonging to the *Vale of Clwyd* Railway Company, or to alter, vary, or interfere with their Railway or any of the Works thereof, further or otherwise than is necessary for the convenient Junction and Intercommunication between the said Railway and the Railway hereby authorized, without the Consent in Writing of the *Vale of Clwyd* Railway Company, under their Common Seal, in every Instance for that Purpose first had and obtained.

Mode of effecting Communication with Vale of Clwyd Railway.

XLIX. The Communication between the Railway in this Act first described and the *Vale of Clwyd* Railway shall be effected at the Expense of the Company in a substantial Manner by means of Connexion Rails and Points of the Construction and laid in the Manner which the Engineer for the Time being of the *Vale of Clwyd* Railway Company may from Time to Time approve and require, and shall be executed to his Satisfaction in all respects; and in case of any Difference arising with respect to any Works for effecting such Communication the same shall be determined at the Cost of the Company by an Engineer to be appointed by the Board of Trade.

Signals to be erected and maintained, and Persons appointed by Vale of Clwyd Railway Company, to prevent Danger at Points and Junctions.

L. The *Vale of Clwyd* Railway 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 that Company may deem necessary for the Prevention of Danger or Obstruction to or Interference with Traffic at or near the Points of Junction between the Railway and the *Vale of Clwyd* Railway, and the working and Management of such Signals, Works, and Conveniences shall be under the exclusive Management and Regulation of the *Vale of Clwyd* Railway 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, and in default of such Repayment the Amount of such Costs and Expenses and Wages may be recovered from the Company by the *Vale of Clwyd* Railway Company in any Court of competent Jurisdiction.

Saving Rights of Vale of Clwyd Company.

LI. Nothing in this Act contained shall extend to prejudice, diminish, alter, affect, or take away any of the Rights, Privileges, or Powers of the said *Vale of Clwyd* Railway Company otherwise than is herein expressly provided.

Railways not exempt from Provisions of present and

LII. Nothing in this Act contained shall be deemed or construed to exempt the Railways from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway

The Denbigh, Ruthin, and Corwen Railway Act, 1860.

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 Rate of Fares and Charges, or of the Rates for small Parcels, authorized by this Act. future General Acts.

LIII. The Costs and Expenses of obtaining and passing this Act, and preparatory or incidental thereto, shall be paid by the Company. Expenses of Act.

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