



CHAP. lxxii.

An Act for making a Railway from Festiniog in the county of Merioneth to the railway of the Cambrian Railways Company, in the parish of Llandecwyn in the same county; and for other purposes. A.D. 1871.  
[29th June 1871.]

**W**HEREAS the making of the railways in the county of Merioneth herein-after mentioned would be of great local and public advantage:

And whereas the persons herein-after named, with others, are willing at their expense to carry the proposed undertaking into execution:

And whereas plans and sections of the intended railway showing the lines and levels thereof respectively, together with the books of reference to the said plans containing the names of the owners, lessees, and occupiers of the lands and property which may be required for the purposes of the undertaking, have been deposited in the office of the clerk of the peace for the county of Merioneth, and the same are in this Act referred to as the deposited plans, sections, and books of reference respectively:

And whereas it is expedient that the Company incorporated by this Act and the several Companies herein-after mentioned should be empowered to enter into traffic and other agreements, as herein-after in that behalf expressed:

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 Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. This Act may be cited for all purposes as "The Merionethshire Railway Act, 1871." Short title.

[Ch. lxxii.] *Merionethshire Railway Act, 1871.* [34 & 35 VICT.]

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Provisions  
of general  
Acts herein  
named  
incorporated.

2. "The Companies Clauses Consolidation Act, 1845," Part I. of "The Companies Clauses Act, 1863," (relating to the cancellation and surrender of shares), "The Lands Clauses Consolidation Act, 1845," "The Lands Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Part I. of "The Railways Clauses Act, 1863," (relating to construction of a railway), and Part III. (relating to working agreements), are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpreta-  
tion of  
terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Company" shall mean the Company incorporated by this Act; the expression "the railway" or "the undertaking" shall mean the railway or undertaking by this Act authorised, or any part thereof; and the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partially incorporated herewith, shall be read and have effect as if the debt or demand with respect to which the expression is used were a common simple contract debt, and not a debt or demand created by statute.

Company  
incorporated.

4. Samuel Holland, John Casson, Hugh Owen, James Hassell Foulkes, Morgan Lloyd, William Casson, Andrew Augustus Robinson, 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 railways, and for other the purposes of this Act, and for those purposes shall be incorporated by the name of "the Merionethshire Railway Company," and by that name shall be a body corporate, with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property for the purposes of this Act.

Power to  
make rail-  
ways ac-  
cording to  
deposited  
plans.

5. Subject to the provisions of this Act, the Company may make and maintain in the lines and according to the levels shown on the deposited plans and sections the railways herein-after described, with all proper stations, approaches, works, and conveniences connected therewith respectively, and may enter upon, take, and use such of the lands delineated on the said plans and described in the deposited book of reference as may be required for that purpose. The railways herein-before referred to and authorised by this Act are,—

(1.) A railway (No. 1), three miles one furlong eight chains and thirty-five links or thereabouts in length, commencing in the parish of Festiniog in the county of Merioneth by a junction with the Festiniog and Blaenau Railway, and terminating in the parish of Maentwrog, in the same county, in a plantation on a farm called Hendre Mûr, belonging or reputed to belong to Morgan Lloyd, Esquire: A.D. 1871.

(2.) A railway (No. 2), six miles seven furlongs eight chains and five links or thereabouts in length, commencing by a junction with the first-mentioned railway (No. 1), and terminating in the parish of Llandecwyn in the said county of Merioneth by a junction with the railway of the Cambrian Railways Company.

6. The capital of the Company shall be eighty thousand pounds, in eight thousand shares of ten pounds each. Capital.

7. The Company shall not issue any share created under the authority of this Act, nor shall any share vest in the person accepting the same, unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof. Shares not to issue until one fifth paid up.

8. One fifth of the amount of a share shall be the greatest amount of a call, and two months at least shall be the interval between successive calls, and four fifths of the amount of a share shall be the utmost aggregate amount of the calls made in any one year upon any share. Calls.

9. The Company may from time to time borrow on mortgage any sum not exceeding in the whole twenty-six thousand six hundred pounds, but no part thereof shall be borrowed until the whole capital of eighty thousand pounds is subscribed for, issued, and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the fortieth section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of such capital has been subscribed for, issued, and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such capital was issued bonâ fide, and is held by the subscribers or their assigns, and that such subscribers or their assigns are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which shall be sufficient evidence thereof. Power to borrow on mortgage.

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Appoint-  
ment of  
receiver.

**10.** The mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver, and in order to authorise the appointment of a receiver in respect of principal, or principal and interest, the amount owing to the mortgagees by whom the application for a receiver shall be made shall be not less than two thousand pounds in the whole.

Application  
of moneys.

**11.** All moneys raised under this Act, whether by shares or borrowing, shall be applied for the purposes of this Act only.

First ordi-  
nary meet-  
ing.

**12.** The first ordinary meeting of the Company shall be held within six months after the passing of this Act.

Number of  
directors.

**13.** The number of directors shall be seven, but it shall be lawful for the Company from time to time to reduce the number, provided that the number be not less than three.

Qualification  
of directors.

**14.** The qualification of a director shall be the possession in his own right of not less than twenty-five shares.

Quorum.

**15.** The quorum of a meeting of directors shall be four, unless the number of directors is reduced to three, and then and so long as the number shall continue to be three the quorum shall be two.

First  
directors.

**16.** Samuel Holland, John Casson, Hugh Owen, James Hassell Foulkes, Morgan Lloyd, William Casson, and Andrew Augustus Robinson shall be the first directors of the Company, and shall continue in office until the first ordinary meeting held after the passing of this Act. At that meeting the shareholders present in person or by proxy may either continue in office the directors appointed by this Act, or any of them, or may elect a new body of directors, or directors to supply the places of those not continued in office, the directors appointed by this Act being, if qualified, eligible for re-election; and at the first ordinary meeting to be held in every year after the first ordinary meeting, the shareholders present in person or by proxy shall (subject to the power herein-before contained for reducing the number of directors) elect persons to supply the places of the directors then retiring from office, agreeably to the provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several persons elected at any such meeting, being neither removed nor disqualified nor having resigned, shall continue to be directors until others are elected in their stead, in manner provided by the same Act.

Lands for  
extraordi-  
nary pur-  
poses.

**17.** The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed two acres.

**18.** 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.

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Powers for compulsory purchases limited.

**19.** The railway shall be completed within five years from the passing of this Act, and on the expiration of that period the powers by 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 thereof as shall then be completed.

Period for completion of works.

**20.** The railways No. 1 and No. 2 authorised by this Act shall be proceeded with simultaneously, and one of the said railways shall not be opened for traffic before the other of the said railways, but they shall be opened for traffic at the same time, and worked by the Company as one railway.

Railways No. 1 and 2 to be opened for traffic simultaneously.

**21.** In altering for the purposes of this Act the roads next herein-after mentioned the Company may make the same of any inclinations not steeper than the inclinations herein-after mentioned in connexion therewith respectively; (that is to say,)

Power to alter levels of certain roads.

Number on deposited plan.	Parish.	Description of road.	Intended inclination.
14	Festiniog - -	Turnpike - -	1 in 9 on one side, and level on the other.
39	Maentwrog - -	Turnpike - -	1 in 20.
61	Maentwrog - -	Public - -	1 in 8 on one side, and level on the other.
72	Llandecwyn - -	Public - -	1 in 17 on one side, and level on the other.
144	Llandecwyn - -	Public - -	1 in 8.

**22.** The Company may make the arches of the bridges for carrying the railway over the roads next herein-after mentioned of any spans and heights not less than the spans and heights herein-after mentioned in connexion with those roads respectively; (that is to say,)

Span of bridges.

Number on deposited plan.	Parish.	Description of road.	Span.	Height.
14	Festiniog - -	Turnpike - -	30 feet -	15 feet.
133	Llandecwyn - -	Public - -	20 feet -	15 feet.
133	Llandecwyn - -	Public - -	20 feet -	15 feet.

**23.** The junctions of the railway with the railway of the Cambrian Railways Company shall be effected by means of junction

Junctions with Cambrian Railway.

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Expense of such junctions.

24. The expense of such junctions and of all requisite works for effecting them, and of all repairs thereof, shall be paid by the Company, and those works shall on every occasion be done in such manner as not to injure the railway of the Cambrian Railways Company, and to the satisfaction of their engineer.

Cambrian Railways Company may erect signals, &c.

25. The Cambrian Railways Company may from time to time erect such signals and conveniences incident to the junctions hereby authorised between the railway and the railway of the Cambrian Railways Company, and appoint and remove such watchmen and switchmen or other persons as may be necessary for the prevention of danger to or interference with the traffic at and near the said junctions; and the working and management of such signals and conveniences, whether on the land of the Cambrian Railways Company or on the land of the Company, shall be under the exclusive management and regulation of the Cambrian Railways Company; and all the expense of erecting and maintaining such signals and conveniences, and of the wages of such watchmen, switchmen, and other persons, and all incident and current expenses, shall at the end of every half year be repaid by the Company, and in default of such repayment the amount of such expenses and wages may be recovered from the Company in any court of competent jurisdiction.

Not to take land except for purpose of forming junction.

26. Notwithstanding anything in this Act contained, the Company shall not enter upon, except for the purpose of forming the junction aforesaid, or take any land belonging to the Cambrian Railways Company, without their consent.

Differences to be settled by referee to be appointed by Board of Trade.

27. In case of any difference arising between the Company and the Cambrian Railways Company with respect to any of the matters aforesaid, the same shall be determined by a referee to be appointed by the Board of Trade on the application of either party, who shall have power to award by whom the expenses of and attending such reference shall be paid.

Deposit money not to be repaid until line opened, or half the capital paid up and expended.

28. Whereas pursuant to the standing orders of both Houses of Parliament and to an Act of the 9th and 10th years of Her present Majesty, chapter 20, a sum of four thousand pounds, being five per centum upon the amount of the estimate in respect of the railway authorised 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 four thousand pounds so deposited as aforesaid in respect of the application for this Act shall

not 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 Company shall, previously to the expiration of the period limited by this Act for completion of the railway hereby authorised to be made, either open the said 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 authorised 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 Company shall either have opened the said 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 sum of money deposited as aforesaid shall be applied in the manner herein-after specified; and the certificate of the Lords of the said Committee that such proof has been given to their satisfaction as aforesaid shall be sufficient evidence of the fact so certified, 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.

**29.** The said sum of money deposited as aforesaid shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the said railway or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit; and if no such compensation shall be payable, or if a portion of the said sum of money shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum of money, or such portion thereof as may not be required as aforesaid, 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 survivor or survivors of them: Provided that until the said sum of money shall have been repaid to the depositors, or shall have become otherwise applicable as herein-before mentioned, any interest or

Application  
of deposit.

A.D. 1871. — dividends accruing thereon shall from time to time, and as often as the same shall become payable, 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.

Tolls. **30.** The Company may demand any tolls for the use of the railway not exceeding the following; (to wit,)

On goods and merchandise. In respect of the tonnage of all articles conveyed upon the railways, or any parts thereof respectively, as follows :

Class I. For all dung, compost, and all sorts of manure, lime and limestone, and all undressed materials for the repair of public roads or highways, 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, and all sugar, grain, corn, flour, meal, bread, potatoes, hay, straw, flax, tow, linen or cotton yarn, hides, dyewoods, earthenware, timber, staves, and deals, metals (except iron), nails, anvils, 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 one penny :

Class II. For all cotton and other wools, drugs (except vitriol 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 :

Class III. 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 belonging to the Company, per mile not exceeding sixpence, and a like 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 so conveyed may weigh.

For animals, &c. In respect of animals conveyed in carriages upon the railway, as follows :

Class IV. For every horse, mule, ass, or other beast of draught or burden, ox, cow, bull, or head of neat cattle conveyed in or upon any such carriage, per mile not exceeding threepence; and if conveyed in or upon any carriage belonging to the Company, an additional sum per mile not exceeding one penny :



Class V. For every calf or pig conveyed in or upon any such carriage the sum of twopence per mile; and if conveyed in any carriage belonging to the Company, an additional sum per mile not exceeding one halfpenny:

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Class VI. For every sheep, lamb, or other small animal conveyed in or upon any such 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 halfpenny.

In respect to passengers conveyed in carriages upon the railway, as follows:

For passengers.

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.

**31.** The Company may demand for the use of engines for propelling carriages on the railway any tolls not exceeding 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 authorised to be taken.

Tolls for propelling power.

**32.** The maximum rates 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:

Maximum rates of charge 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.

**33.** 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 and express trains 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.

**34.** Every passenger travelling upon the railway may take with him his ordinary luggage, not exceeding one hundred and twenty pounds in weight if a first-class passenger, one hundred pounds in weight if a second-class passenger, and sixty pounds in weight if a third-class passenger, without any charge being made for the carriage thereof.

Passengers luggage.

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Maximum  
charges for  
goods and  
animals.

**35.** The maximum rate of charge to be made by the Company for the conveyance of animals, articles, matters, or things respectively included in the classes before mentioned, including the tolls for the use of the railway and of carriages, and for locomotive power, and every other expense incidental to such conveyance, except a reasonable sum for loading, covering, and unloading goods at any terminal station of such goods, and for delivery and collection, and any other services incidental to the business or duty of a carrier, where such services or any of them are or is performed by the Company, shall not exceed the amounts following; (to wit,)

For the matters mentioned in Class I., not exceeding twopence halfpenny per ton per mile:

For the matters mentioned in Class II., not exceeding threepence per ton per mile:

For any carriage mentioned under Class III., not weighing more than one ton, not exceeding sixpence per mile; and if weighing more than one ton, not exceeding one penny halfpenny per mile for every quarter of a ton or fractional part of a quarter of a ton:

For every animal mentioned in Class IV., not exceeding fourpence per mile:

For every animal mentioned in Class V., not exceeding threepence per mile:

For every animal mentioned in Class VI., not exceeding one penny per mile.

Regulations  
as to tolls.

**36.** The following provisions and regulations shall be applicable to the fixing of the tolls and maximum rates of charge; (to wit,)

For articles, animals, 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 in respect of passengers, tolls and charges as for one mile, and in respect of animals and articles, tolls and charges in proportion to the number of quarters of a mile contained in such fraction, and for this last-mentioned purpose of a fraction of a quarter of a mile shall be deemed a quarter of a mile:

For a fraction of a ton the Company may demand toll according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton:

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight:

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity :

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**37.** With respect to small packages and single articles of great weight, notwithstanding the rate of tolls prescribed by this Act, the Company may demand any tolls not exceeding the following; (to wit,)

Tolls for small parcels and articles of great weight.

For the carriage of small parcels on the railway or 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, fourpence :

For any parcel exceeding fourteen pounds in weight but not exceeding twenty-eight pounds in weight, sixpence :

For any parcel exceeding twenty-eight pounds in weight but not exceeding fifty-six pounds in weight, eightpence :

And for parcels exceeding fifty-six pounds in weight but not exceeding five hundred pounds in weight, the Company may demand any sum which they think fit :

Provided 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 any one 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 any sum not exceeding sixpence per ton per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum per ton per mile not exceeding sixpence :

For the carriage of any one boiler, cylinder, or any single piece of machinery, or single piece of timber, stone, 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.

**38.** No station shall be considered a terminal station in regard to any goods conveyed on the railway except such goods have been received thereat direct from the consignor, or are directed to be delivered thereat to the consignee.

Terminal station.

**39.** Nothing in this Act shall prevent the Company from taking any increased charges over and above the charges by this Act limited for the conveyance of animals or goods of any description,

Company may take increased charges by agreement.

A.D. 1871. by agreement with the owners or persons in charge thereof, either by reason of any special service performed by the Company in relation thereto, or in respect to the conveyance of animals or goods (other than small parcels) by passenger train.

Trains for labouring classes.

40. The Company shall and they are hereby required to run a train every morning in the week except Sundays over the said railway from the junction at the Cambrian Railway to the station at Festiniog, calling at all intermediate stations, and one train from the station at Festiniog to the Cambrian Junction station every evening, also calling at all intermediate stations, at such hours, not being later than seven in the morning, or earlier than six in the evening, as may be most convenient for artisans, mechanics, quarrymen, and labourers having daily occupation at the quarries or other works in the parish of Festiniog, at fares not exceeding one farthing per mile per passenger for the double daily journey, the miles to be reckoned one way only: Provided that if in any continuous period of three months it shall be found that less than one hundred of such passengers shall have been conveyed by each of such trains, the Railway Company, on proof of that fact to the satisfaction of the Board of Trade, may discontinue the running of such trains, but the Board may at any time order the resumption thereof by the Railway Company if it shall be proved to the satisfaction of the said Board that any number of such artisans, quarrymen, and labourers exceeding one hundred are prepared to take tickets at the above rate for a certain period not less than three months.

For ascertaining rights of applicants for cheap tickets.

Power to enter into traffic arrangements with Railway Company.

41. The Railway Company shall not be required to issue a ticket to an artisan, mechanic, quarryman, or labourer under the last preceding clause for a less period than one week.

42. The Company on the one part, and the Cambrian Railways Company, and the Festiniog and Blaenau Railway Company, or either of them, on the other part, may from time to time enter into contracts or arrangements with respect to the following purposes, or any of them; (that is to say,)

The management, use, working, and maintenance of the railway, or of any part or parts thereof:

The supply of any rolling or working stock, and of officers and servants for the conduct of the traffic on the railway:

The payment to be made and the conditions to be performed with respect to the matters aforesaid:

The interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the undertakings of the contracting companies, or either of them, and the fixing and division between the said companies of the receipts arising from such traffic.

**43.** The terms and conditions of any such contract or agreement shall if not agreed on between such companies be from time to time determined by an arbitrator to be appointed by the Board of Trade on the application of either party, and the decisions of any such arbitrator shall be binding and conclusive on the parties to the difference, and the costs and expenses of such arbitrators shall be defrayed as the arbitrator decides.

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Terms of agreement.

**44.** During the continuance of any agreement to be entered into under the provisions of this Act for the use of the railway by the Cambrian Railways Company and the Festiniog and Blaenau Railway Company, or either of them, the railways of the Company, and of the other companies or company being parties or a party to such agreement shall be considered as one railway; and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railway and partly on the railways of such company or companies for a less distance than four miles, tolls and charges may only be charged as for four miles, and for every mile or fraction of a mile beyond four miles, tolls and charges as for one mile only; and no other short-distance charge shall be made for the conveyance of passengers, animals, or goods partly on the railway, and partly on the railways of such company or companies.

Tolls on traffic conveyed partly on the railway and partly on the railway of any other company.

**45.** The Company shall not, out of any money by this Act authorised to be raised by calls or by borrowing, pay interest or dividend to any shareholder on the amount of calls made in respect of the shares held by him: Provided that the Company may pay to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

Interest not to be paid out of capital.

**46.** The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum of money which, by any standing order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway, or execute any other work or undertaking.

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

**47.** Nothing herein contained shall be deemed or construed to exempt the railway from the provisions of any general Act relating to railways, or the better or 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 or alteration, under the authority of Parliament, of the tolls for small parcels and the maximum rates of fares and charges by this Act authorised.

Railway not exempt from provisions of present and future general Acts.

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Part of railway to be made in accordance with certain signed plan.

48. The railway No. 2, in the parish of Llandecwyn, through lands belonging or claimed to belong to William Thearsby Poole, between the point marked on the deposited plans six miles and two furlongs, and the junction of such railway with the Cambrian Railway within the limits of deviation shown on the deposited plans, shall be made only in the course and direction marked in red ink upon a copy of sheet 4 of the said plans signed by the said William Thearsby Poole and by Edward Breese, instead of in the course and direction shown by the centre line of the said railway upon the deposited plans, unless the said William Thearsby Poole shall upon the application of the said Company consent in writing to any other course or direction within the said limits of deviation.

Expenses of Act.

49. All the costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

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