



ANNO VICESIMO SEXTO & VICESIMO SEPTIMO

VICTORIÆ REGINÆ.

Cap. cxli.

An Act for authorizing the *Aberystwith and Welsh Coast* Railway Company to make and maintain further Lines of Railway and other Works, and to make Arrangements with other Companies, and to raise further Monies; and for other Purposes. [13th July 1863.]

WHEREAS by the *Aberystwith and Welsh Coast* Railway Act, 24 & 25 Vict. c. clxxxi. 1861, (in this Act called "the Act of 1861,") the *Aberystwith and Welsh Coast* Railway Company (in this Act called "the Company") were incorporated, and were authorized to make and maintain the several Railways in that Act specified, and therein distinguished as Railways No. 1, No. 2, No. 3, No. 4, and No. 5, and were authorized to raise a Capital of Four hundred thousand Pounds by Shares, and to borrow on Mortgage not exceeding One hundred and thirty-three thousand Pounds: And whereas by the "*Aberystwith and Welsh Coast* Railway Act, 1862," (in this Act called "the Act of 1862,") 25 & 26 Vict. c. clxxvi. the Company were authorized to make and maintain the several Railways in that Act specified, and therein distinguished as Railways No. 6, No. 7, and No. 8, and a Pier with Lines of Railway thereon in extension of

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the Railway No. 8 (therein by Mistake referred to as Railway No. 9), and to acquire and reclaim waste and flooded Lands near to their Lines of Railway, and to raise an additional Capital of Two hundred and fifty thousand Pounds by Shares, and to borrow on Mortgage additional Sums not exceeding Eighty-three thousand three hundred Pounds: And whereas it is expedient that the Company be authorized to make and maintain the additional Railways and other Works by this Act authorized: And whereas Plans and Sections of the Lines of Railway, and of other Works by this Act authorized, showing the Lines and Levels thereof respectively and the Lands to be taken for the Purposes thereof, and Books of Reference to the Plans specifying the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands, have been deposited with the respective Clerks of the Peace for the Counties of *Cardigan*, *Merioneth*, and *Montgomery*, and those Plans, Sections, and Books of Reference are in this Act referred to as the deposited Plans, Sections, and Books of Reference: And whereas it is expedient that the Company and the *Manchester and Milford* Railway Company (in this Act called "the *Milford* Company") be authorized to enter into and carry into effect Traffic and Station and other Arrangements: And whereas it is expedient that the Company and all or any of the following Companies (in this Act called "the Fourteen Companies"), that is to say, the *Milford* Company, and the *Newtown and Machynlleth* Railway Company, and the *London and North-western* Railway Company, and the *Great Western* Railway Company, and the *Carnarvonshire* Railway Company, and the *Bala and Dolgelly* Railway Company, and the *Corwen and Bala* Railway Company, and the *Denbigh, Ruthin, and Corwen* Railway Company, and the *Llangollen and Corwen* Railway Company, and the *Vale of Llangollen* Railway Company, and the *Vale of Clwyd* Railway Company, and the *Hereford, Hay, and Brecon* Railway Company, and the *Brecon and Merthyr Tydfil Junction* Railway Company, and the *Bishops Castle* Railway Company, be authorized to enter into and carry into effect Working and Traffic and other Arrangements: And whereas it is expedient that the Company be authorized to raise further Monies for the Purposes of their Undertaking: And whereas the Object of this Act cannot be attained 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:

Short Title.

1. This Act may for all Purposes be cited as "*The Aberystwith and Welsh Coast Railway Act, 1863.*"

8 & 9 Vict.
cc. 18. & 20.
and

2. "*The Lands Clauses Consolidation Act, 1845,*" and "*The Lands Clauses Consolidation Acts Amendment Act, 1860,*" and "*The Railways Clauses Consolidation Act, 1845,*" (save so far as any of the Sections and Provisions

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Provisions thereof respectively are expressly varied or excepted by this Act,) are incorporated with this Act. 23 & 24 Vict. c. 106. incorporated.

3. The following Provisions of "The Companies Clauses Consolidated Act, 1845," are incorporated with this Act; (that is to say,) Parts of 8 & 9 Vict. c. 16. incorporated.

With respect to the Distribution of the Capital of the Company into Shares;

With respect to the Transfer or Transmission of Shares;

With respect to the Payment of Subscriptions, and the Means of enforcing the Payment of Calls;

With respect to the Forfeiture of Shares upon Nonpayment of Calls;

With respect to the Remedies of Creditors of the Company against the Shareholders;

With respect to the borrowing of Money by the Company on Mortgage or Bond;

With respect to the Conversion of the borrowed Money into Capital;

With respect to the Consolidation of Shares into Stock.

4. The Expression "Superior Courts," or "Court of competent Jurisdiction," or any other like Expression in the Acts incorporated in whole or in part with this Act or in this Act, 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, and the several other Words and Expressions to which by the Acts in whole or in part incorporated with this Act Meanings are assigned have in this Act the same respective Meanings, unless excluded by the Subject or Context. Same Meanings to Words in incorporated Acts as in this Act.

5. For the Purposes of the several Works by this Act authorized, and subject to the Provisions of this Act, the Company from Time to Time may enter upon, take, and use such of the Lands shown in the deposited Plans and specified in the deposited Books of Reference as they think requisite, or may by Agreement purchase, take, and use any Rights, Easements, or Privileges in or affecting those Lands, or any of them, and without taking the Lands themselves or any other Estate or Interest thereon. Powers to take and use Lands for Works authorized by Act.

6. The Powers of the Company under this Act for the compulsory Purchase of Lands for the Purposes of the Works by this Act authorized shall not be exercised after the Expiration of Three Years after the passing of this Act. Powers for compulsory Purchases limited.

7. The Company from Time to Time may purchase by Agreement, in addition to the Lands by this Act authorized to be taken compulsorily, any Quantity of Land for the extraordinary Purposes specified in "The Railways Lands for extraordinary Purposes.

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Railways Clauses Consolidation Act, 1845," or for the Purposes of any other Works by this Act authorized, not exceeding in the whole Twenty-five Acres.

Power to make Works according to deposited Plans.

8. Subject to the Provisions of this Act, the Company from Time to Time may make and maintain in the Lands shown on the deposited Plans, and specified in the deposited Books of Reference, the Works by this Act authorized, and so far as those Works are shown on the deposited Plans and Sections may make and maintain the same in the Lines and in accordance with the Levels shown on the deposited Plans and Sections respectively.

Works authorized by Act.

9. The Works which the Company are by this Act authorized to make and maintain comprise the following Lines of Railway and Works, with all proper and sufficient Sidings, Stations, Approaches, Bridges, Viaducts, Buildings, Works, and Conveniences connected therewith; (that is to say,)

- (A) A Railway or Tramway, No. 9 (in this Act called "the Harbour Line,") commencing by a Junction with the Railway (No. 1) authorized by the Act of 1861, in the Parish of *Llanbadarn Fawr*, and terminating on the South-east Side of the Harbour of *Aberystwith* :
- (B) A Railway, No. 10 (in this Act called "the Junction Line,") commencing by a Junction with the Railway (No. 1) authorized by the Act of 1861, in the Parish of *Llanbadarn Fawr*, and terminating by a Junction in the Parish of *Llanbadarn Fawr* with the authorized Line of the *Manchester and Milford* Railway :
- (D) A Railway in substitution for a Portion of the Railway (No. 5) authorized by the Act of 1861, commencing by a Junction in the Parish of *Lanfihangel Geneur Glyn* with that Railway (No. 5), and terminating by a Junction in the Parish of *Machynlleth* with the Line of that Railway (No. 5) :
- (E) A new Cut or Channel for the Purpose of diverting the Waters of the navigable River *Dovey*, commencing in the Parish of *Machynlleth*, and terminating in the Parish of *Machynlleth* :
- (F) The stopping up of the present Channel of the navigable River *Dovey* between the Commencement and the Termination of that new Cut or Channel :
- (G) The Appropriation to the Use of the Company of the Portion which will be so stopped up of the present Channel of the navigable River *Dovey* :
- (H) The Diversion into that new Cut or Channel of the Waters of the navigable River *Dovey* :
- (I) The Construction of the Embankment, Buildings, and Works by means of which the Railway (No. 2) authorized by the Act of

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1861 will be carried across the River *Dovey* and the Estuary thereof, so as to render the same available for all Purposes of ordinary Road Traffic as well as for Railway Purposes :

- (K) A Road on the Southern Side of the River *Dovey* and the Estuary thereof to that Embankment, commencing by a Junction in the Parish of *Llanfihangel Geneur Glyn* with the public Road from *Borth* to *Trerddol*, and terminating at the Commencement of that Embankment :
- (L) The Construction of the Embankment, Bridges, and Works by means of which the Railway (No. 3) authorized by the Act of 1861 will be carried across the River *Mawddach* and the Estuary thereof, so as to render the same available for all Purposes of ordinary Road Traffic as well as for Railway Purposes :
- (M) A Road on the Southern Side of the River *Mawddach* and the Estuary thereof to that Embankment, commencing by a Junction with the Turnpike Road leading from *Towyn* to *Dolgelby*, and terminating by a Junction with that Embankment in the Parish of *Llangelynin* otherwise *Celynin* :
- (N) The Alteration for the Purposes of this Act of the Levels of the Embankments, Bridges, and Works for carrying the Railway (No. 2) and (No. 3) respectively across the River *Dovey* and the Estuary thereof and the River *Mawddach* and the Estuary thereof respectively.

10. That if in the course of or by means of the Execution of any of the Works by this Act authorized any Parts or Part of the Shores or Beds of the said Rivers *Dovey* or *Mawddach*, or of the Sea beyond the Mouth thereof, which may now respectively belong to Her Majesty, shall be inned, gained, or reclaimed from the Water, the said Company shall not have or exercise any Right upon the same or in respect thereof, and shall not enter upon, take, use, or interfere with the Lands so inned, gained, or reclaimed for any Purpose whatsoever, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, but such inning, gaining, or Reclamation shall enure absolutely for the Benefit of the Queen's Majesty, Her Heirs and Successors.

Any Land reclaimed by the Works not to be taken without the Consent of the Commissioners of Woods.

11. 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 to interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights of whatsoever Nature, belonging to or enjoyed or exerciseable by the Queen's most Excellent Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose (which

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Consent such Commissioners are hereby respectively authorized to give), neither shall anything in the said Act or Acts contained divest, take away, prejudice, diminish, or alter any Estate, Right, Privilege, Power, or Authority vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

Approval of Board of Trade for Works on Seashore.

12. Before beginning any Work below High-water Mark at ordinary Spring Tides the Company shall deposit at the Office of the Board of Trade Plans, Sections, and Working Drawings of every such Work for the Approval of the Board of Trade, and every such Work shall be made only in accordance with the Approval by the Board of Trade thereof, and when any such Works are begun or made the Company shall not at any Time alter or extend the same without obtaining before beginning the Alteration or Extension the like Approval; and if any Part of the Work be begun, constructed, or altered contrary to the Provisions of this Act, the Board of Trade may abate, alter, and remove the same, and restore the Site thereof to its former Condition, at the Expense of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs of Suit, or may be recovered with Costs as a Penalty.

Provision for requiring Lights to be exhibited during and after Construction of Works according to Directions of Board of Trade.

13. During the Construction of the Bridges and Works connected therewith the Company shall exhibit every Night from Sunset to Sunrise a Light or Lights, to be kept burning by and at the Expense of the Company, for the Guidance of Vessels; and after the Completion of the Bridges and other Works the Company shall exhibit upon the Bridges every Night from Sunset to Sunrise a Light or Lights, to be kept burning by and at the Expense of the Company, for the Guidance of Vessels; which Lights shall be from Time to Time altered by the Company in such Manner, and be of such Description, and be so used and placed, as the Board of Trade, by Writing under the Hand of a Secretary or Assistant Secretary of the Board, directs or approves; and in case the Company shall neglect to exhibit and keep any such Light burning as aforesaid they shall for every such Neglect be liable to a Penalty not exceeding Ten Pounds.

Provision for regulating of Bridge over River.

14. It shall not be lawful for the Company or any Person acting under them to detain any Vessel, Barge, or Boat navigating the River *Dovey* for a longer Space of Time than may be sufficient for admitting any Carriages or Trains regularly traversing the said Railway and approaching the said Bridge to cross the said River *Dovey*, and for opening the said Bridge to admit such Vessel, Barge, or Boat to pass; and in case the Company or any Person acting under them shall detain any such Vessel, Barge, or Boat contrary to the Provisions of this Act, or demand, take, or receive any Toll for the Passage of any Person, Vessel, Barge, or Boat, the Company or every Person so offending shall

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in every such Case be liable to a Penalty not exceeding Ten Pounds; but nothing in this Act shall prevent any Remedy for Damage which any Party may sustain in respect of any such Detention as aforesaid.

15. Where the Railway cuts off or will cut off Access between the Land and the Seashore or the Harbour of *Aberystwith*, the Provisions of "The Railways Clauses Consolidation Act, 1845," with respect to Works for the Accommodation of Lands adjoining the Railway, shall apply as if the Seashore or Harbour were such Lands as therein mentioned; and further, if the Seashore there belongs to Her Majesty in right of Her Crown, or if the Public have heretofore had Access from the Land to the Shore there or to the Harbour, then and in such Case the Company shall, during the Formation of the Line of Railway, and from Time to Time thereafter, make and for ever maintain and allow to be used by all Persons and at all Times, free of Toll or other Charge, all such Footways and Carriageways over, under, or across the Railway or on a Level therewith as the Board of Trade from Time to Time, by Writing under the Hand of a Secretary or Assistant Secretary of the Board, directs or approves.

Provision respecting Access to the Shore or Harbour of *Aberystwith* under or across the Railway.

16. Where the Line skirts the Seashore or courses the River *Dovey* the Railway and other Works shall not deviate Seawards or Riverwards from the continuous centre Line of the Railway marked on the Plan deposited at the Board of Trade, even within the Limits of Deviation marked on that Plan, without the previous Consent of the Board of Trade (signified in Writing under the Hand of a Secretary or Assistant Secretary of the Board), or otherwise than in such Manner as may be mentioned in any such Consent. If any Deviation is made contrary to the Provisions of the present Section the Board of Trade may abate and remove the same or any Part thereof, and restore the Site thereof to its former Condition, at the Expense of the Company, and the Amount of such Expense shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Provision for preventing Deviation of certain Works without Consent of Board of Trade.

17. If at any Time it is deemed expedient by the Board of Trade to order a local Survey and Examination of any Works of the Company in, over, or affecting any tidal Water or River, or of the intended Site thereof, the Company shall defray the Costs of every such local Survey and Examination, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Power to Board of Trade to order local Survey when requisite.

18. If any Work or Works to be constructed by the Company in, under, over, through, or across any tidal Water or River, or if any

Works affecting tidal Waters

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abandoned
may be re-
moved by
Board of
Trade.

Portion of such Work or Works which affects or may affect any such Water or River, or Access thereto, shall be abandoned or suffered to fall into Disuse or Decay, the Board of Trade may abate and remove the same or any Part thereof, and restore the Site thereof to its former Condition, at the Expense of the Company, and the Amount of such Expense shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Company not
to deviate in
certain Pro-
perties with-
out Consent,
&c.

19. It shall not be lawful for the Company in constructing the Harbour Line through the Properties numbered respectively on the deposited Plans 23, 24, 29, 32, 34, 35, 36, and 43, in the Parish of *Llanbadarn Fawr*, to deviate in the Direction of the Harbour from the centre Line of Railway shown on the deposited Plans without the previous Consent in Writing of the Harbour Trustees under the Hand of their Secretary or Clerk; nor shall the Company, without the like Consent, take in the said Properties, or any of them, a greater Quantity of Land between the said centre Line and the Harbour than is actually required for the Construction of a double Line of Railway; and the Railway through the said Properties shall be constructed to the reasonable Satisfaction of the Engineer for the Time being of the said Trustees, and so as to form no Impediment to the Construction and Use of a Road and Quay along the South-eastern Side of the Harbour; and if any Dispute shall arise between the Company and the said Trustees with respect to the Matters aforesaid, or any of them, every such Dispute shall be referred to and decided by the Board of Trade, or by an Arbitrator to be appointed by the Board of Trade.

An existing
Road not to
be stopped
up until
another Road
is substi-
tuted.

20. The Company shall not stop up or alter the existing Road leading from the public Road, numbered on the deposited Plans 31, in the Parish of *Aberystwith*, to *St. David's Wharf*, without providing another Road in lieu thereof, and as far as practicable equally convenient; and in case of any Difference between the said Trustees and the Company with respect to the said Road the same shall be referred to and decided by the Board of Trade, or by an Arbitrator to be appointed by that Board.

Power to
alter En-
gineering
Works.

21. Notwithstanding anything in the "Railways Clauses Consolidation Act, 1845," contained, the Company in the Construction of the Railways and Works may deviate from the Line of any Arches, Tunnels, or Viaducts described in the deposited Plans or Sections, so as the Deviations be made within the Limits of Deviation shown on those Plans, and subject to the Limitations contained in the Eleventh, Twelfth, and Fifteenth Sections of that Act, and so as the Nature of the Work as described be not altered, and they may also substitute any other Engineering Work not shown on those Plans or Sections, instead of a
Tunnel,

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Tunnel, Viaduct, or Arch as shown thereon; provided that every such Substitution be authorized by a Certificate of the Board of Trade, which Certificate the Board may grant if it appear to them upon due Inquiry that the Company have acted in the Matter with good Faith, and that the Owners, Lessees, and Occupiers of the Land in which the Substitution is intended to be made consent thereto, and also that the Safety and Convenience of the Public will not be diminished thereby; provided also, that nothing in this Section contained shall take away or affect any of the Powers given to the Company or to the Board of Trade by the Eleventh, Twelfth, Fourteenth, or Fifteenth Sections of "The Railways Clauses Consolidation Act, 1845."

22. In making the several Works by this Act authorized and shown on the deposited Plans and Sections the Company may deviate from the Lines and Levels thereof shown thereon respectively to any Extent laterally within the Limits of Deviation for the same shown on the Plans, and vertically not exceeding Five Feet from the Levels thereof shown on the Sections.

Lateral and vertical Deviations.

23. In carrying the Railway across the Road numbered on the Plans deposited for the Purpose of this Act as follows the Company may make the Inclination of that Road not steeper than as follows; (that is to say,)

Inclination of Road.

No. on Plan.	Parish.	Description of Road.	Inclination of Road.
18 a	Llanbadarn Fawr -	Public Road - -	1 Foot in 15 Feet.

24. Subject to the Provisions of this Act, the Company in making the Road (M) may carry the same across and on the Level of the Railway (No. 3).

Level Crossings.

25. In shunting Trains no Train, Carriage, Waggon, or Truck shall pass over the level Crossing, and no Train, Carriage, Waggon, or Truck shall be allowed to stand on the level Crossing.

As to shunting of Trains.

26. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain a Lodge at the Point where the Road crosses the Railway on the Level, and the Company shall be subject to and abide by all such Rules and Regulations with respect to the crossing of the Railway on the Level, or with respect to the Speed at which Trains shall pass the Road, as are from Time to Time made by the Board of Trade; and if the Company fail to erect or at all Times maintain the Lodge, or to appoint a proper Person to watch

Company to erect a Lodge at Point of crossing, and to abide by Rules, &c. of Board of Trade.

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and superintend the Crossing thereat, or to observe or abide by any such Rule or Regulation, 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 the Offence continues after the Penalty of Twenty Pounds is incurred.

Board of Trade may require a Bridge to be erected instead of level Crossing.

27. The Board of Trade, if it appear to them necessary for the public Safety, may at any Time, either before or after the Road to be carried across the Railway on the Level is completed and opened for public Traffic, require the Company within such Time as the Board of Trade direct, and at the Expense of the Company, to carry the Road either under or over the Railway by means of a Bridge or Arch instead of crossing it on the Level, or to execute such other Works as under the Circumstances of the Case appear to the Board of Trade best adapted for removing or diminishing the Danger arising from the level Crossing.

Junction to be made and maintained to Satisfaction of Milford Company.

28. The Expense of the Junction by this Act authorized of the Junction Line with the *Manchester and Milford* Railway, and of all requisite Works for effecting the Junction, and of all Signals connected therewith, and of all Repairs thereof respectively, shall be paid by the Company, and the Works for the Purpose shall on every Occasion be done to the reasonable Satisfaction of the Engineer of the *Milford* Company.

Period for Completion of Works.

29. The Railways and Works by this Act authorized and shown on the deposited Plans and Sections shall be completed within Five Years after the passing of this Act, and on the Expiration of that Period the Powers of the Company for making those Railways and Works respectively shall cease to be exercised, except as to so much thereof respectively as is then completed.

Bond for Completion of Railways.

30. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Session of the Ninth and Tenth Years of Her present Majesty, Chapter Twenty, a Sum of Sixteen thousand three hundred and forty-four Pounds One Shilling and Eightpence Stock in the Three Pounds *per Centum* Reduced Annuities, representing Fifteen thousand two hundred Pounds, has been transferred into the Name of the Accountant General of the Court of Chancery under a Warrant or Order issued for that Purpose in pursuance of the said Act: And whereas the said Sum of Fifteen thousand two hundred Pounds is Eight Pounds *per Centum* on One hundred and ninety thousand Pounds, the original Amount of the Estimate in respect of the Railways and Works by this Act authorized: And whereas Eight Pounds *per Centum* on One hundred thousand Pounds, the Estimate of so much of those Railways and Works as are authorized by this Act, would amount to Eight thousand Pounds only, which Sum, if invested in the said

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Annuities on the Day on which the said Sum of One hundred and ninety thousand Pounds was so invested, would have produced the Sum of Eight thousand six hundred and three Pounds: Therefore, if at any Time after the passing of this Act the Persons named in the said Warrant or Order, or the Survivors or Survivor of them, or the Majority of such Persons, shall apply by Petition to the Court of Chancery for that Purpose, the said Court shall order the Sum of Seven thousand seven hundred and forty-one Pounds One Shilling and Eightpence, Part of the said Sum of Sixteen thousand three hundred and forty-four Pounds One Shilling and Eightpence, and also the Dividends which shall at the Date of the Order have accrued in respect of the said Sum of Seven thousand seven hundred and forty-one Pounds One Shilling and Eightpence, to be transferred and paid to the Parties or Party so applying, or to any other Person or Persons whom they or he may appoint in that Behalf, and the remaining Sum of Eight thousand six hundred and three Pounds Stock, and the Dividends on such remaining Sum accrued up to the Date of the said Order, and the future Dividends of the said Sum of Eight thousand six hundred and three Pounds Stock, shall be held and disposed of by the said Court as by the said Act of the Ninth and Tenth Years of Her present Majesty is directed with reference to the Stocks transferred in pursuance of that Act, and the Dividends on such Stocks, in the same Manner in all respects as if the said Sum of Eight thousand six hundred and three Pounds Stock had been the entire Sum named in the said Warrant or Order, and transferred into the Court of Chancery with respect to the Application for this Act: Provided that, notwithstanding anything in that Act contained, the said Sum of Eight thousand six hundred and three Pounds Stock, or the Dividends thereof, shall not, except on the Execution and Deposit of the Bond herein-after provided for, be paid or transferred to or upon the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of that Act, or the Survivors or Survivor of them, unless the Company before the Expiration of the Period limited for the Completion of the Railways by this Act authorized either open them for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid One Half of the Amount of the Capital by this Act authorized to be raised by Shares for the Purposes of those Railways, and have expended for the Purposes of this Act a Sum equal in Amount to One Half of that Amount of Capital; and if that Period expire before the Company either have opened those Railways for the public Conveyance of Passengers, or have given the Proof to the Satisfaction of the Board of Trade, the said Sum of Eight thousand six hundred and three Pounds Stock, and the Interest and Dividends thereof, shall immediately from and after the Expiration of that Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they are then deposited or invested to the Account of Her Majesty's Exchequer, and when so paid
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and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom : Provided, that any Time after the passing of this Act if a Bond for the Sum of Sixteen thousand Pounds be executed by the Company, with One or more Surety or Sureties, (the Bond to be prepared to the Satisfaction of, and the Surety or Sureties to be approved by, the Solicitor to the Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the Sum of Eight thousand Pounds if the Company do not within the Time limited for the Completion of those Railways either open them for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by Shares for the Purposes of those Railways, and have expended for the Purposes of this Act a Sum equal to One Half of that Amount of Capital, and if the Bond be deposited with the Solicitor to the Treasury, then the said Sum of Eight thousand six hundred and three Pounds Stock, 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 the Warrant or Order, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, and the Monies to be recovered on the Bond shall be dealt with in like Manner as the said Stock and the Interest or Dividends would be dealt with under this Act if the Bond were not executed and deposited; and the Certificate of that Solicitor that the Bond has been so executed and deposited, and the Certificate of the Board of Trade that the Proof has been given to their Satisfaction, shall respectively be sufficient Evidence of the Facts so certified.

Company to abandon making Part of Railway (No. 5) authorized by Act of 1861.

31. The Company may and shall abandon the making of so much of the Railway (No. 5) authorized by the Act of 1861 as is rendered unnecessary in consequence of the making of the Railway (D) by this Act authorized.

Compensation to be made in respect of Part of Railway (No. 5) abandoned.

32. Where before the passing of this Act any Contract was entered into or Notice given by the Company for purchasing any Land for the Purposes of or in relation to that Part of the Railway (No. 5) which they are by this Act authorized to abandon, full Compensation shall be made to the Owners and Occupiers or other Persons interested in those Lands for all Injury or Damage sustained by them respectively by reason of the Purchase not being completed pursuant to the Contract or Notice, and the Amount and Application of the Compensation shall be determined in manner by "The Lands Clauses Consolidation Act, 1845," provided for determining the Amount and Application of Compensation paid for Lands taken under the Provisions thereof.

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33. The Abandonment by the Company under the Authority of this Act of Part of the Railway (No. 5) shall not prejudice or affect the Right of the Owner or Occupier of any Land which the Company were authorized to purchase for the Purpose of making the same to receive Compensation in accordance with the Provisions in that Behalf of "The Lands Clauses Consolidation Act, 1845," for any Damage occasioned by the Entry of the Company on the Land for the Purpose of surveying and taking Levels, or probing or boring to ascertain the Nature of the Soil, or setting out the Line of Railway.

Compensation for Damage to Lands by Entry, &c. for Purposes of Part of Railway (No. 5) abandoned.

34. The Company may from Time to Time demand and take in respect of the Railways by this Act authorized to be made the same Tolls, Fares, Rates, and Charges as they are authorized to take by the Act of 1861 in respect of the Railways thereby authorized, provided that the maximum Tolls, Fares, Rates, and Charges shall in no Case exceed the Maximum prescribed by the Act of 1861; provided also, that for estimating Tolls, Fares, Rates, and Charges, the several Lines of Railways which shall from and after the passing of this Act form Part of the Undertaking of the Company shall be regarded as One continuous Line of Railway.

Tolls and Charges for Railways by this Act authorized.

35. The Powers and Provisions of the Acts of 1861 and 1862 respectively, authorizing the Company [and other Companies to enter into and carry into effect Agreements with respect to all or any of the Railways and Works by these Acts respectively authorized, extend to Agreements with respect to the Railways and Works by this Act authorized.

Powers of Acts of 1861 and 1862, as to Agreements, extend to Works under this Act.

36. The Company and the Trustees of the Harbour or Port of *Aberystwith* may enter into and carry into effect Agreements with respect to the Construction, Maintenance, and Use of such Parts of the Harbour Line as may be situate upon the Land and Property of the Trustees, and the Works to be made and maintained by the Company in and over such Lands and Property, and the Agreements may be on such Terms and Conditions and for such Compensation as the Company and the Trustees mutually agree.

Agreements with Aberystwith Harbour Trustees.

37. If the *Milford* Company shall in the Year One thousand eight hundred and sixty-four, or in the Year One thousand eight hundred and sixty-five, apply for an Act to enable them to abandon so much of the authorized Line of the *Milford* Company as would, if constructed, have been situate between the Property numbered on the Plans referred to in the *Manchester and Milford* Railway (*Aberystwith* Branch) Act, 1861, (216), in the Parish of *Llanbadarn Fawr*, and the Termination of the Railway of the *Milford* Company as at present authorized at *Aberystwith*, the *Milford* Company may in the same Bill apply for Power to

Company not to oppose an Application by the *Milford* Company to abandon a Portion of their authorized Line, and to make a connecting Line near *Aberystwith*.

[Local.]

24 E

enable

The Aberystwith and Welsh Coast Railway Act, 1863.

enable them to make a short connecting Line to effect a Junction between the Railway of the *Milford* Company and the Railway of the Company in the Property numbered (222), in the Parish of *Llanbadarn Fawr*, on the Plans referred to in the Act of 1861; and it shall not be lawful for the Company to oppose such Application to Parliament as aforesaid if the Provisions necessary for the Protection of the Railway of the Company at the Point of Junction shall be inserted in the Bill.

In certain Events the Company are to double a Portion of their Railway.

38. If the *Milford* Company shall before the First Day of *October* in the Year One thousand eight hundred and sixty-six obtain Power to abandon the said Portion of their authorized Line, then so soon as the *Milford* Company have completed the authorized *Aberystwith* Branch of their Railway from the Commencement thereof at or near the *Devil's Bridge* to the said Property numbered as aforesaid 216, in the Parish of *Llanbadarn Fawr*, or shall have actually expended not less than Eighty thousand Pounds upon the Construction of such Branch, it shall be lawful for the *Milford* Company, by Notice in Writing under their Common Seal, to require the Company to lay down a double Line of Railway upon the Harbour Line, and upon so much of the Railway of the Company as may be situate between the authorized Terminus thereof at *Aberystwith* and the said Property numbered as aforesaid 222, in the Parish of *Llanbadarn Fawr*, and the Company shall, within Six Months after the Receipt of such Notice, make and complete the said Portion of their Railway as a double Line.

Power to *Milford* Company to use the same Portion of the Railway.

39. After the Expiration of Six Months from the Receipt by the Company of such Notice as aforesaid, and whether or not the said Portion of Railway and the Harbour Line (together hereafter called "the common Line") shall then be a double Line, it shall be lawful for the *Milford* Company jointly with the Company to use the common Line with their Engines and Carriages of every Description, together with the Stations, Works, and Conveniences at *Aberystwith* Town and Harbour connected with the common Line, and the Terms and Conditions of such User, and the Payments to be made in respect thereof, shall be such as are herein-after mentioned.

Payments to be made for Use of common Line.

40. The *Milford* Company shall, by equal half-yearly Payments, pay to the Company One Half of the annual Sum expended by the Company in maintaining the common Line and the Stations and Works connected therewith, and also Interest at the Rate of Five Pounds *per Centum per Annum* on One Half of the Amount fairly expended by the Company upon the Construction of the common Line, and upon laying down a double Line of Railway thereon; and the First of such half-yearly Payments shall be due and payable at the Expiration of Six Months after the common Line shall have been completed as a double Line in pursuance of such Notice as aforesaid; and if at any Time any such

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such half-yearly Payment is not paid to the Company when due, the Amount thereof may from Time to Time be recovered by the Company from the *Milford* Company in any County Court or other Court of competent Jurisdiction.

41. If any Dispute shall arise between the Company and the *Milford* Company as to the Amount expended by the Company as aforesaid upon the common Line, or the Maintenance thereof, or as to the Regulations and Manner of using the common Line, every such Dispute shall be settled by Arbitration in the Manner prescribed by "The Railway Companies Arbitration Act, 1859."

Disputes to be settled by Arbitration.

42. If the Company make the Junction Line it shall form Part of the common Line, and shall be subject to all the Provisions of this Act with respect to the common Line.

If the Company make the Junction Line it is to form Part of the common Line.

43. The Company and all or any of the Fourteen Companies from Time to Time may make and carry into effect all such Agreements with respect to the Purposes in that Behalf by this Act authorized, and all Matters incidental or accessory thereto, and on such Terms and Conditions as the respective contracting Companies think fit, and the Purposes for which the Agreements respectively may be made comprise the following Purposes; (that is to say,)

Agreements between Company and the Fourteen Companies.

The working and User by the Company of the Railways of the contracting Companies, or any of them or any Part thereof respectively:

The Interchange, booking, and forwarding of Traffic between the Railways of the contracting Companies respectively:

The Division and Apportionment between the contracting Companies of all or any Part of the Tolls, Fares, Rates, Charges, and Profits arising from the Traffic, whether through or local:

The Appointment and Regulation of a Joint Committee of the Directors of the contracting Companies respectively for the Management of the Railways to which the respective Contract relates, or any Part thereof.

44. No such Agreement, nor any Modification thereof, shall take effect without the Sanction of at least Three Fifths of the Votes of the respective Shareholders of each of the contracting Companies present, in person or by proxy, at an Extraordinary General Meeting of the respective Companies specially convened for the Purpose.

Sanction of Shareholders for Agreements between Company and the Fourteen Companies.

45. The several Agreements by this Act authorized with respect to any Railway, or any Part thereof, may be made either before or after the Completion of the same.

Agreements before or after Completion of Railways.

46. No

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Restrictions
as to Agree-
ments under
Act.

46. No Agreement under this Act shall in any Manner increase, diminish, or alter or affect any of the Tolls, Fares, Rates, or Charges which the contracting Companies are from Time to Time respectively authorized and entitled to demand and receive from any other Person or Company, but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the User and Benefit of the Railways to which the respective Agreement relates on the same Terms and Conditions, and on Payment of the same Tolls, Fares, Rates, and Charges, as they would if the Agreement were not made.

Approval of
Agreements
by Board of
Trade.

47. No Agreement under this Act with respect to the working of any Railway (not being an Agreement which could be entered into under "The Railways Clauses Consolidation Act, 1845,") shall have any Operation until it is approved by the Board of Trade, and the Board of Trade shall not approve any such Agreement without being satisfied of its having received the Sanction of Shareholders by this Act required.

Agreements
between
Companies
may be mo-
dified by
Board of
Trade.

48. Provided always, That at the Expiration of the First or any subsequent Period of Ten Years after the making of any such Agreement, or of any Modification of any such Agreement, the Board of Trade may, if they think fit, cause the same to be revised, and the Board of Trade shall have Power to modify the Agreement in such Manner as the Board may think necessary, and to declare the Modification made by them to be Part of such Agreement, and the same shall be read and take effect accordingly.

If Railway
worked con-
tinuously
with any
other Rail-
way, only
One short
Distance
Charge to be
made.

49. If the Railways of the Company, or any Part thereof, shall be worked continuously with any other Railway under the Powers to that Effect herein-before contained, Articles or Persons conveyed continuously for a less Distance than Six Miles upon the Railways of the Company and any other Railway shall only be charged once as for Six entire Miles, in the same Manner as if such other Railway had formed Part of the Railways of the Company, anything in any other Act to the contrary notwithstanding.

Joint Com-
mittees for
Purposes of
Agreements.

50. Where the contracting Companies so agree, they may, by or in accordance with any such Agreement, appoint a Joint Committee composed of such Number of the respective Directors of each of the contracting Companies as those Companies think proper, and from Time to Time they may alter, discontinue, and renew the Joint Committee as Occasion requires, and may regulate the Proceedings of the Joint Committee, and may delegate to the Joint Committee all such Powers as the contracting Companies think proper for carrying into effect the Purposes for which the Joint Committee are appointed.

51. Every

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51. Every Joint Committee from Time to Time appointed under this Act shall have and may exercise the Powers from Time to Time delegated to them under this Act in like Manner as those Powers might be had and exercised by the respective Companies delegating the Powers, or their respective Directors, and every Member of the Joint Committee shall have and enjoy the like Indemnities as if he were a Director of the Company by which he is appointed.

Powers and Indemnities of Joint Committees.

52. Subject to the Provisions of this Act, every Company which from Time to Time shall, under any Agreement made under this Act, have the Management, Working, or User, either solely or jointly with any other Company, of any Part of the Railway of any other Company Party to the Agreement, may, in accordance with the Terms and Conditions of the Agreement, from Time to Time demand and take any Tolls, Fares, Rates, and Charges for the Traffic thereon of the Company so having such Management, Working, or User, not exceeding the Tolls, Fares, and Rates and Charges which the Company owning the Railway managed, worked, or used under the Agreement might demand and take for like Traffic thereon.

Tolls on Railways of which Companies have User under Act.

53. The Company may from Time to Time demand and take for the Use of the Roads (κ) and (μ) by this Act authorized any Tolls not exceeding the following Road Tolls; (that is to say,)

Tolls on Roads κ and μ.

For every Horse, Mule, or Ass drawing any Carriage or Waggon on Springs, One Shilling :

For every Horse, Mule, or Ass drawing any Carriage or Waggon not on Springs, Ninepence :

For every Horse, Mule, or Ass, laden or unladen, and not drawing, Threepence :

For every Ox, Cow, Bull, or Neat Cattle, Twopence :

For every Pig, Sheep, or Lamb, One Penny :

For every Person on Foot, One Penny.

54. One full Road Toll shall be payable for every Person on Foot for every Time of passing on each of the Roads (κ) and (μ) respectively: Provided always, that every Animal in respect of which Toll shall have been paid on any Day on the Road (κ), or, as the Case may be, on the Road (μ), shall be entitled to repass once in the same Day of Twenty-four Hours, commencing at Twelve o'Clock at Night, Toll-free over the Road upon and in respect of which Tolls for such Animal shall have been previously paid in such Day.

Road Tolls payable by Persons on Foot every Time of passing, &c.

55. After the said Roads (κ) and (μ) shall have been opened to the Public for ordinary Road Traffic all Persons shall have free Liberty, upon Payment of the Tolls by this Act granted, to pass over the said Roads respectively without any Interruption whatsoever.

Roads to be public upon Payment of Tolls.

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Tolls may be altered.

56. The Company shall have full Power from Time to Time to lower or reduce all or any of the said Road Tolls, and in like Manner again to raise the said Tolls to such Sum as they shall think proper, not exceeding the Sums before mentioned, and again in like Manner to lower and raise the same as often as the Company shall deem it necessary so to do.

Tolls to be charged equally.

57. The Road Tolls to be taken by virtue of this Act shall at all Times be charged equally to all Persons, and after the same Rate in respect of all Horses, Mules, Asses, Beasts, or other Cattle or Animals, or Carriages of a like Description, passing over the said Roads under the like Circumstances; and no Reduction or Advance in the said Tolls shall either directly or indirectly be made partially or in favour of or against any particular Person or Company, but every such Reduction or Advance of Tolls shall extend to all Persons whomsoever using the said Roads, anything to the contrary in anywise notwithstanding.

Tolls to be paid as Company shall appoint.

58. The said Road Tolls shall be paid to such Persons and at such Places upon or near to the said Roads, and in such Manner and under such Regulations, as the Company shall, by Notice to be annexed to the Account or List of Tolls, appoint.

Carriages, &c. of Persons refusing to pay Tolls may be seized.

59. If any Person subject, either in respect of himself or of any Cattle, Animal, or Carriage belonging to him or under his Care or Control, to the Payment of any of the Tolls hereby authorized to be taken in respect of the said Roads shall, after Demand made thereof by any Collector or other Person to be appointed to receive the same, neglect or refuse to pay such Tolls, it shall be lawful for such Collector or other Person by himself, or taking such Assistance as he shall think necessary, to seize and distrain all or any of the Cattle, Animals, and Carriages belonging to or under the Care or Control of the Person so refusing to pay such Toll, and in respect of which such Person shall refuse Payment of Toll, together with the Bridles, Saddles, Gear, Harness, or Accoutrements of the Cattle or Animals so seized, or any Carriage in respect of which such Toll is imposed, or any of the Goods or Chattels of the Persons so refusing to pay; and if the Toll, or any Part thereof, so neglected or refused to be paid, and the reasonable Charges of such Seizure and Distress, shall not be paid within Four Days next after such Seizure and Distress made, the Person so seizing and distraining may sell the Horse, Beast, Cattle, or Carriages, or Things, so seized and distrained, or a sufficient Part thereof, returning the Overplus of the Money to arise by such Sale (if any) and what shall remain unsold, upon Demand, to the Owner thereof, after such Tolls and the reasonable Charges occasioned by such Seizure and Distress shall be deducted.

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60. In case any Dispute shall happen respecting the demanding or taking or the Payment of any of the said Road Tolls, or the Amount of such Tolls, then and in every such Case such Dispute shall be heard and determined by any Justice, who, upon Application made to him for that Purpose, shall examine the Matter upon the Oaths of the Parties or Witnesses (which Oath every such Justice is hereby authorized and empowered to administer), and shall determine the Amount of the Toll due, and other Matters in dispute between the Parties, and may also award such Costs to be paid by either Party to the other as to the Justice shall seem reasonable; all which Costs, in case the same shall not be forthwith paid, shall and may be levied and recovered by Distress and Sale of the Goods and Chattels of the Person or Persons directed to pay the same by Warrant under the Hand and Seal of such Justice (which Warrant every such Justice is hereby empowered to issue), and the Overplus (if any), after Payment of such Costs of such Distress and Sale, shall be returned, upon Demand, to the Person or Persons whose Goods and Chattels shall have been so distrained and sold.

For settling
Disputes
concerning
Tolls.

61. If any Collector or other Person authorized or appointed to collect the Tolls on the said Roads shall permit or suffer any Person to pass through any Toll Gate at which such Collector or other Person shall be stationed without paying the Toll payable in respect of himself, or of any Cattle, Animal, or Carriage belonging to him, or under his Care or Control, or shall be guilty of any other Misconduct in his Office, such Collector or other Person so offending, and being thereof convicted before any Justice, shall forfeit any Sum not exceeding Forty Shillings for every such Offence.

For prevent-
ing Toll Col-
lectors from
allowing
Persons to
pass without
paying Tolls.

62. If any Person shall knowingly and wilfully refuse or neglect to pay his Toll either in respect of himself or of any Cattle, Animal, or Carriage belonging to him, or under his Care or Control, for using the said Roads, when the same Tolls respectively shall be payable by virtue of this Act, every such Person shall for every such Offence forfeit a Sum not exceeding Forty Shillings.

Penalties on
Persons re-
fusing.

63. A List of all the Road Tolls by this Act authorized to be taken, and which shall be exacted by the Company, shall be published by the same being painted upon One Toll Board or more in distinct Black Letters on a White Ground or White Letters on a Black Ground, and by such Board being exhibited in some conspicuous Place on the Toll Gates or Toll Houses, or placed where such Tolls respectively shall be payable.

List of Tolls
to be exhi-
bited on a
Board.

64. No Road Tolls shall be demanded or taken by the Company during any Time at which the Boards herein-before directed to be exhibited shall not be so exhibited; and if any Person wilfully pull down, deface,

Tolls to be
taken only
whilst Board
exhibited.

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deface, or destroy any such Board, he shall forfeit a Sum not exceeding Five Pounds for every such Offence.

Regulations
as to Toll
Collectors.

65. Every Collector of such Road Tolls shall place on the Front or some conspicuous Part of the Toll House or other Building where he shall be on Duty his Christian and Surname in legible Characters, and each of the Letters of such Names shall be at least Two Inches in Height, and of a Breadth in proportion, and painted either in White Letters on a Black Ground or in Black Letters on a White Ground, and he shall continue the same so placed during the whole Time he shall be upon Duty.

Penalties on
Toll Col-
lectors.

66. Every such Collector of Tolls who shall commit any of the following Offences shall forfeit any Sum not exceeding Five Pounds for each such Offence ; (that is to say,)

If he do not place such Board and keep the same in its Place during the whole Time he is on Duty :

If he either refuse to permit any Person to read or in any way hinder any Person from reading the Inscription on such Board :

If he refuse to tell his Christian Name and Surname to any Person demanding the same who shall have paid or tendered the Tolls demanded of him, or if he give a false Name to any such Person :

If he demand or take a greater or less Toll from any Person than he shall be authorized to do by virtue of this Act, and of the Orders of the Company made in pursuance thereof :

If, upon the legal Toll being paid or tendered, he do unnecessarily detain or wilfully hinder any Cattle, Animal, Carriage, or Goods, or any Person, from passing by or over the Bridge.

Penalty on
assaulting
Collectors,
&c.

67. In case any Person shall resist or assault any Collector of Tolls in the Execution of his Office, or shall forcibly pass over the said Roads or either of them, or over or through the Toll Gates or Bars to be erected by virtue of this Act, or shall forcibly drive any Cattle, Animal, or Carriage through any such Toll Gate or Bar, without having paid the Tolls payable in respect of such Cattle, Animal, Carriage, or Person, every such Person shall for every such Offence forfeit and pay any Sum not exceeding Five Pounds.

Power to
Company to
raise addi-
tional Capi-
tal by new
Shares.

68. The Company from Time to Time may, for the Purposes of their Undertaking, raise by the Creation and Issue of new Shares any additional Capital not exceeding One hundred and fifty thousand Pounds.

Power to
issue new
Shares as

69. The new Shares which the Company may issue under this Act may be issued by them with the Sanction of at least Three Fifths of the Votes of the Shareholders present, in person or by proxy, at a General Meeting

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Meeting of the Company specially convened for the Purpose, as the Company from Time to Time think fit, either of One Class and with like Privileges or of several Classes and with different Privileges, and of the same or different Amounts, and respectively with any fixed, fluctuating, contingent, preferential, perpetual, or terminable Dividend not exceeding the Rate of Five Pounds *per Centum per Annum*, and the Company, as they from Time to Time think fit, may fix the Amounts and Times of Payment of Calls on the new Shares.

preferential Shares, &c.

70. Provided always, That until the Company have completed and opened for Traffic so much of the Railways and Works by the Act of 1861 authorized to be made as the Company will after the passing of this Act be authorized to construct, they shall not apply any Money raised by Preference Shares under the Authority of this Act to any other Purpose than the Completion of the said Portion of the Railways and Works authorized to be made by the Act of 1861, and of the Railway (D) by this Act authorized to be made in substitution for a Portion of the Railway (No. 5) authorized by the Act of 1861.

As to the Application of Money raised by Preference Shares.

71. All new Shares which the Company issue under this Act, with any preferential Dividend attached thereto, shall be entitled to the preferential Dividend out of the Profits of the Company in every Year in priority to the ordinary Shares of the Company; but if in any Year ending with the Thirty-first Day of *December* there are not Profits available for the Payment of the full Amount of the preferential Dividend for that Year, no Part of the Deficiency shall be made good out of the Profits of any subsequent Year, or out of any other Funds of the Company.

Limit of Profits applicable to preferential Dividend.

72. If, after having created any Class of new Shares, the Company determine not to issue the whole of the Shares of that Class, they may cancel the unissued new Shares, and may from Time to Time thereafter create and issue instead thereof other new Shares of an aggregate Amount not exceeding the aggregate Amount of the new Shares so cancelled.

Company may cancel unissued new Shares, and issue new Shares instead.

73. If at the Time of issuing any new Shares under this Act the then ordinary Shares of the Company are at a Premium, the new Shares to be then issued by them shall (except so far as the Company in General Meeting otherwise determine) be of such Amount as will conveniently allow the same to be apportioned among the then Holders of the ordinary Shares of the Company in proportion to the ordinary Shares held by them respectively, and shall be offered to them at Par in that Proportion.

If ordinary Shares at a Premium, new Shares to be offered to existing Shareholders.

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Offer to be made by Letter.

74. Every such Offer shall be made by Letter under the Hand of the Treasurer or Secretary of the Company given to every ordinary Shareholder of the Company, or sent by Post addressed to him in accordance with his Address in the Company's Register, or left for him at his usual or last known Place of Abode or of Business in *England*, and every such Offer made by Letter sent by Post shall be considered as made on the Day on which the Letter in due Course of the Post ought to be delivered at the Place to which it is addressed.

New Shares to vest in accepting Shareholders.

75. The new Shares so offered shall vest in and belong to the Holders who accept them or their Nominees.

Disposal of unaccepted new Shares to others.

76. If any ordinary Shareholder fail for One Month after the Offer to him of new Shares to accept them the Company may dispose of the unaccepted new Shares to any other Persons.

Enlargement of Time for accepting new Shares.

77. Provided, That where any such ordinary Shareholders, from Absence abroad or other Cause satisfactory to the Company, omits to signify within the Time by this Act limited his Acceptance of the new Shares offered to him, the Company, if they think proper, but not otherwise, may permit him to accept them notwithstanding the Time has elapsed.

General Disposal by Company of new Shares.

78. Except as is by this Act provided with respect to offering new Shares to ordinary Shareholders, the Company from Time to Time may dispose of the new Shares created by them under this Act to such Persons and on such Terms and Conditions as the Company think fit, not being less than the nominal Amount of such Shares.

New Shares under Act to be Part of general Capital of Company.

79. The new Capital from Time to Time raised by the Company under this Act by new Shares shall be Part of the general Capital of the Company, and, except as is by this Act otherwise provided, all such Rights, Liabilities, and Incidents shall attach to and be conferred by the Capital so raised, and to and by Shares thereof, as to and by the Company's Capital under the Acts of 1861 and 1862 respectively, and Shares of like Amount thereof respectively.

Power to borrow.

80. For the Purposes of their Undertaking the Company from Time to Time may borrow on Mortgage, in addition to the other Monies which they are authorized to borrow, any Sums not exceeding in the whole Fifty thousand Pounds, provided that the Company shall not borrow any Part of that Amount until the whole of the additional Capital by this Act authorized to be raised by new Shares is subscribed for or taken, and One Half thereof is paid up, and the Justice who certifies in pursuance of Section 40 of "The Companies Clauses Consolidation Act, 1845," is satisfied

The Aberystwith and Welsh Coast Railway Act, 1863.

satisfied that the Shares are *bonâ fide* held by Persons legally liable to pay the unpaid Amount thereof, of which Satisfaction his Certificate under that Section shall be sufficient Evidence.

81. The present and future Mortgagees of the Company may enforce the Payment of the Arrears of Interest or of Principal and Interest due on the Mortgages by the Appointment of a Receiver, and the Amount to authorize a Requisition for a Receiver is Ten thousand Pounds. Receiver for Mortgages.

82. Provided, That all Mortgages granted by the Company before the passing of this Act shall during the Continuance thereof respectively have Priority over all Mortgages granted by the Company under this Act. Priority of existing Mortgages.

83. The Company, or any other Railway Company to which this Act relates, shall not, out of any Money by this Act or any other Act relating to the respective Company authorized to be raised by Shares or by borrowing, pay Interest or Dividend to any Shareholder on the Amount of Calls made in respect of Shares held by him: Provided, that the respective Company from Time to Time may pay to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as is in conformity with the Provisions in that Behalf of "The Companies Clauses Consolidation Act, 1845." Interest not to be paid out of Capital.

84. The Company, or any other Railway Company to which this Act relates, shall not, out of any Money by this Act or any other Act relating to the respective Company authorized to be raised by Shares or by borrowing, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament from Time to Time in force, is required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the respective Company to make any Railway, or execute any other Work or Undertaking. Deposit on future Bills not to be paid out of Capital.

85. Nothing in this Act contained shall in anywise alter, prejudice, affect, diminish, or take away any of the Rights, Privileges, Powers, or Authorities of or vested in and belonging to the *Newtown and Machynlleth* Railway Company under and by virtue of "The *Aberystwith and Welsh Coast* Railway Act, 1861," "The *Aberystwith and Welsh Coast* Railway Act, 1862," or under the Agreement dated the Fifth Day of July One thousand eight hundred and sixty-one between *George Hammond Whalley, David Williams, William Lefeaux, Edmund Cleaton, Jasper Wilson Johns, John Powell Wilding, William Lloyd, and Richard Kyrke Penson* of the First Part, the *Aberystwith and Welsh Coast* Railway Company of the Second Part, and the *Newtown and Machynlleth* Railway Company of the Third Part. Saving Rights of Newtown and Machynlleth Railway Company.

86. Except

The Aberystwith and Welsh Coast Railway Act, 1863.

Saving
Rights of
Companies.

86. Except as is by this Act otherwise expressly provided, nothing in this Act contained shall take away, lessen, prejudice, or alter any of the Estates, Rights, Interests, Powers, or Privileges of the Company, or of the Fourteen Companies, or any of them.

Railway not
exempt from
Provisions of
present and
future Gene-
ral Acts.

87. This Act or anything therein contained shall not exempt any Railway to which this Act relates from the Provisions of any General Act now or hereafter in force relating to Railways, or to the Audit of the Accounts of Railway Companies, or from any future Revision or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges by this Act or any other Act relating to the respective Railway authorized, or the Rates for small Parcels thereby authorized.

Expenses of
Act.

88. All the Costs, Charges, and Expenses of and incident to the preparing and applying for, obtaining, and passing of this Act shall be borne and paid by the Company.

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