



**CHAPTER cxli.**

An Act for conferring upon the Great Western Railway Company further Powers in connexion with their own Undertaking and the Undertakings of other Companies; for vesting in that Company the Undertakings of the Ely and Clydach Valleys, the Malmesbury, and the Mitcheldean Road and Forest of Dean Junction Railway Companies; for vesting in the Great Western Railway Company and the Bala and Festiniog Railway Company the Undertaking of the Festiniog and Blaenau Railway Company, Limited; and for other purposes. [6th August 1880.] A.D. 1880.

**W**HEREAS it is expedient that the Great Western Railway Company (in this Act called "the Company") should be empowered to make and maintain the railways, and to make the new roads and footpaths, and to stop up the existing roads and footpaths, and to execute the other works and exercise the other powers by this Act respectively authorised and conferred, and to acquire for the purposes of this Act, and for the general purposes of their undertaking and works connected therewith, and for providing increased accommodation, certain lands, houses, and buildings in this Act described or referred to:

And whereas it is expedient that the Company should be empowered to complete the Mitcheldean Road and Forest of Dean Junction Railway in the line and according to the levels shown on the deposited plans and sections herein-after referred to:

And whereas the Company are shareholders in and have the power of appointing and do appoint directors of the Tiverton and North Devon Railway Company, and it is expedient that that Company and the Company, or either of them, should be empowered to make the new or substituted roads and acquire the lands and exercise the other powers in this Act mentioned in that behalf:

And whereas it is expedient that the Company and the Midland Railway Company, or either of them, should be empowered to stop up a certain footpath in the parish of Saint James and Saint Paul

A.D. 1880. — Bristol, which crosses on the level the Clifton Extension of the Bristol Port Railway and Pier, which extension railway belongs jointly to the said Companies :

And whereas plans and sections showing the lines and levels of the railways, roads, and other works by this Act authorised to be constructed, and the lands by this Act authorised to be acquired, and also books of reference containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act, were duly deposited with the clerks of the peace for the several counties within which those railways and works will be constructed and those lands are situated, and are herein-after respectively referred to as the deposited plans, sections, and books of reference :

And whereas it is expedient that the time limited for the sale of certain lands acquired by the Company for the purposes of their undertaking, and by the Company and the London and North-western Railway Company for the purposes of the West London Railway or of the Addison Road Station of that railway, and by the Company and the Ross and Monmouth Railway Company for the purposes of the Ross and Monmouth Railway, should be extended, and that further powers should be conferred upon the Company and the said other Companies in respect of the sale, lease, or other disposal of the said lands respectively :

28 & 29 Vict.  
c. cxvii.

And whereas by the Metropolitan Railway Act, 1865, provision is made (section thirty-one) for exempting lands and buildings over or immediately adjoining the railway and works of the Company from the operation of the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands; and it is expedient that similar provision should be made with respect to the Hammersmith and City Railway, which belongs jointly and equally to the Company and the Metropolitan Railway Company, who together constitute the Hammersmith and City Railway Company :

8 & 9 Vict.  
c. 18.

38 & 39 Vict.  
c. cxxvii.

And whereas it is expedient that the period limited by the Bristol and Exeter Railway Act, 1875, for the completion of Railway (A) by that Act authorised should be extended :

35 & 36 Vict.  
c. liii.

38 & 39 Vict.  
c. cxxiv.

40 & 41 Vict.  
c. cx.

And whereas it is expedient that the powers granted by the Severn Tunnel Railway Act, 1872, and continued by the Great Western Railway Act, 1875, and the Great Western Railway Act, 1877, for the compulsory purchase of the lands required for the purposes of the railway authorised by the said Act of 1872 should as regards the lands herein-after mentioned be revived, and that the extended period limited by the said Act of 1877 for the completion of the said railway should be further extended :

And whereas it is expedient that the Company should be empowered to abandon the Railway No. 3 authorised by the Great Western Railway Act, 1872, and the Railway No. 1 authorised by the South Devon Railway Act, 1872, and the portion of the Railway No. 1 authorised by the Exe Valley Railway Act, 1874, herein-after described :

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35 & 36 Vict.  
c. cxxix.  
35 & 36 Vict.  
c. cxxxii.  
37 & 38 Vict.  
c. liii.

And whereas it is expedient that the Company on the one hand, and the Devon and Somerset Railway Company, the Bristol and Portishead Pier and Railway Company, and any other company being the owners of a railway on the broad gauge, or any or either of them, on the other hand, should be empowered to make and carry into effect agreements as to the alteration, mixing, and conversion of the gauge of the railways of such Companies respectively, and the other matters herein-after mentioned, and that the Company should be empowered to advance or lend money to the said other Companies, or any or either of them, for the purposes of such agreement as herein-after provided :

And whereas it is expedient that the Company and the Most Honourable John Patrick Crichton Stuart, Marquess of Bute and Earl of Dumfries, and the trustees under the will of the late Marquess of Bute, should be empowered to make and carry into effect agreements with respect to the construction of the branch railway (No. 5) by this Act authorised, and with respect to the tolls for traffic thereon, and the appropriation thereof, as in this Act provided :

And whereas it is expedient that the Company and the Llynvi and Ogmore Railway Company (whose railway is worked by the Company) should be empowered to make and carry into effect agreements with respect to the advance or loan of money by the Company to the Llynvi and Ogmore Railway Company for the purposes of that Company, and with respect to the repayment thereof :

And whereas it is expedient that the Company should be empowered to hold and to provide, lease, maintain, and conduct hotels and other accommodation at or connected with any station on any railway owned or worked by them, and either solely or jointly with any other company or person, and that the expenditure already incurred by the Company in respect of any such purposes should be confirmed, and that further provision, as herein-after contained, should be made in relation to the matters aforesaid :

And whereas it is expedient that provision should be made as herein-after contained with reference to the interest from time to time due on certain moneys raised under the Great Western, Bristol and Exeter, and South Devon Railway Companies (Cornwall and

34 & 35 Vict.  
c. clxxvii.

[Ch. cxli.] *Great Western Railway Act, 1880.* [43 & 44 VICT.]

A.D. 1880. West Cornwall Railways) Act, 1871, for purposes connected with the Cornwall Railway :

8 & 9 Vict.  
c. 20. And whereas it is expedient that the provisions of sections 93 and 95 of the Railways Clauses Consolidation Act, 1845, with respect to the exhibition of a list of tolls should be extended and made applicable to the Bristol and Exeter Railway of the Company instead of the provisions of the special Act relating to that railway of sixth William IV. cap. 36. now in force with respect thereto :

9 & 10 Vict.  
c. cclxxxiii.  
37 & 38 Vict.  
c. xxvi.  
41 & 42 Vict.  
c. ccvii. And whereas the pier known as the Mill Bay Pier authorised by the Act of the third and fourth Victoria, cap. 111., and the docks authorised by the Plymouth Great Western Dock Act, 1846, now belong to the Company under the powers of the South Devon Railway Act, 1874, and the Great Western and South Devon Railway Companies Amalgamation Act, 1878, and it is expedient that the Company should be empowered to take in respect of the said pier and docks the dues, tolls, rates, and charges prescribed by this Act in lieu of the dues, tolls, rates, and charges prescribed by the said Acts respectively :

And whereas the Company are desirous and it is expedient that they be authorised to establish a superannuation fund for the benefit of their officers, servants, and workmen, and other persons connected with their undertaking :

And whereas under the authority of Parliament the Company are authorised to work, use, and manage the railways of the following railway companies ; (that is to say,) the Ely and Clydach Valleys, the Malmesbury, and the Mitcheldean Road and Forest of Dean Junction Railway Companies, and work the same respectively so far as opened for traffic, and it would conduce to the convenience of the public if those companies respectively were dissolved and their undertakings were transferred to and vested in and formed part of the undertaking of the Company, and it is expedient that provision should be made accordingly :

And whereas the Festiniog and Blaenau Railway, which has been constructed by the Festiniog and Blaenau Railway Company, Limited, is only about three miles and a half in length, and cannot advantageously be worked as a separate undertaking, and it is expedient that it should be transferred to and vested in the Company and in the Bala and Festiniog Railway Company, or either of them, and worked in conjunction with and as an extension of the Bala and Festiniog Railway, which under agreement is to be worked and maintained, when constructed, by the Company, and to which undertaking they are authorised to subscribe large sums of money, and should upon such vesting be made subject to the provisions of the general Acts relating to railways :

And whereas it is expedient that the Company should be authorised to lend or advance money to the Calne Railway Company on the security of their mortgages or debenture stock : A.D. 1880.

And whereas the Company are now empowered to exercise in their own name the borrowing powers of the Leominster and Kington Railway Company with reference to that Company's main line of railway, and it is expedient that the Company should be empowered also to exercise in their own name the borrowing powers of the Leominster and Kington Railway Company with reference to that Company's branch railway to Presteign (herein-after referred to as the Presteign Branch) authorised by the Leominster and Kington Railway Act, 1871, and which branch is worked, managed, and maintained by the Company : 34 & 35 Vict.  
c. clxxxvi.

And whereas it is expedient that the Leominster and Kington Railway Company should be empowered to raise further moneys for the purposes of their said Presteign Branch :

And whereas it is expedient that the Company should be empowered to raise a further sum of money for the purposes of this Act and for the general purposes of their undertaking :

And whereas the objects aforesaid 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 :

1. This Act may be cited for all purposes as the Great Western Railway Act, 1880. Short title.

2. The following Acts and parts of Acts are, except where expressly varied by this Act, incorporated with and form part of this Act ; (that is to say,) Incorporation of general Acts.

The Lands Clauses Consolidation Acts, 1845, 1860, and 1869 : 23 & 24 Vict.  
c. 106.

The Railways Clauses Consolidation Act, 1845 : 32 & 33 Vict.  
c. 18.

Part I. (relating to the construction of a railway), Part II. (relating to extension of time), and Part V. (relating to amalgamation) of the Railways Clauses Act, 1863 : 26 & 27 Vict.  
c. 92.

The provisions of the Companies Clauses Consolidation Act, 1845, 8 & 9 Vict.  
c. 16.

with respect to the following matters ; (namely,)

The distribution of the capital of the Company into shares ;

The transfer or transmission of shares ;

The payment of subscriptions and the means of enforcing the payment of calls ;

The forfeiture of shares for nonpayment of calls ;

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The remedies of creditors of the Company against the shareholders ;

The borrowing of money ;

The conversion of the borrowed money into capital ; and

The consolidation of shares into stock :

Part I. (relating to cancellation and surrender of shares), Part II. (relating to additional capital), and Part III. (relating to debenture stock) of the Companies Clauses Act, 1863.

26 & 27 Vict.  
c. 118.

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 have the same respective meanings, unless there be something in the subject or context repugnant to such construction :

The expression "the railways" means the new railways by this Act authorised :

The expression "the Plymouth Great Western Docks" has the same meaning as the word "docks" defined in the Plymouth Great Western Docks Act, 1846 :

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 for the purposes of this Act be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt, and not a debt or demand created by statute.

Power to  
make rail-  
ways.

4. 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 relating thereto, the railways hereinafter described, with all proper stations, sidings, approaches, roads, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the deposited plans thereof and described in the deposited books of reference relating thereto as may be required for those purposes.

The railways herein-before referred to and authorised by this Act are —

(I.) A railway (No. 1 on the deposited plans) four miles five furlongs four chains in length, commencing in the parish of Upton-cum-Chalvey, in the county of Bucks, by a junction with the northern lines on the Company's railway, and terminating in the parish of Taplow by a junction with the Company's railway :

(II.) A railway (No. 3 on the deposited plans) seven chains eighty links in length, commencing in the parish of Upton-cum-Chalvey, in the county of Bucks, by a junction with Railway No. 1, about two chains westward of the goods shed

of the Company at the Slough Station, and terminating in the parish of Stoke Poges, in the same county, by a junction with the Company's Windsor Branch, about two chains south-westward of the bridge which carries the road from Slough to Stoke Poges over the Company's railway adjoining the Slough Station :

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(III.) A railway (No. 4 on the deposited plans) three miles seven furlongs four chains in length, to be situate in the county of Monmouth, commencing in the parish of Mynyddislwyn by a junction with the Western Valleys Railway of the Monmouthshire Railway and Canal Company, about one hundred yards southward of the mile post on that railway indicating a distance of seven and a half miles from Newport, and terminating in the same parish by a junction with the railway authorised by the Great Western Railway Act, 1876, at or near the termination thereof, near the western end of the tunnel on Hall's Tramroad :

39 & 40 Vict.  
c. cxliii.

(IV.) A branch railway or siding (No. 5 on the deposited plans) seven furlongs three chains twenty-five links in length, to be wholly situate in the parish of Saint Mary, Cardiff, in the county of Glamorgan, commencing by a junction with a siding of the South Wales Railway of the Company about seventeen yards eastward of the bridge which carries the said railway over the River Taff, and terminating at or near a siding about sixty yards southward of the south-east corner of the foundry building of the Bute Iron Works, belonging or reputed to belong to and occupied by Messrs. Maudslay.

5. The railways above described shall for all purposes, including the demanding and recovering of tolls, rates, and charges, be deemed to be part of the Company's undertaking.

Railways to  
be part of  
Company's  
under-  
taking.

The tolls, rates, and charges to be demanded and recovered in respect of the railways and the traffic thereon shall not exceed as follows :

With respect to Railways Nos. 1 and 3 on the deposited plans, the tolls, rates, and charges prescribed by the Great Western Railway Amendment and Extensions Act, 1847 :

10 & 11 Vict.  
c. ccxxvi.

With respect to Railway No. 4 on the deposited plans, the tolls, rates, and charges prescribed by the Newport, Abergavenny, and Hereford Railway Act, 1846 :

9 & 10 Vict.  
c. ccciii.

With respect to Railway No. 5 on the deposited plans, the tolls, rates, and charges prescribed by the South Wales Railway Consolidation Act, 1855.

18 & 19 Vict.  
c. xcvi.

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Inclinations  
of certain  
roads.

6. 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,)

No. on deposited Plan.	Parish.	Description of Road.	Intended Inclinations.
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RAILWAY No. 3.

3	Upton-cum-Chalvey	Public road	-   1 in 17 on one side.
1	Stoke Poges	Public road	-   1 in 17 on one side.

RAILWAY No. 4.

14	Mynyddisllwyn	Public road	-   1 in 10 on one side.
54	Mynyddisllwyn	Public road	-   1 in 6 on one side.
61	Mynyddisllwyn	Public road	-   1 in 7 on one side.
99	Mynyddisllwyn	Public road	-   1 in 4 on one side.
145	Mynyddisllwyn	Public road	-   1 in 5 on one side.

Heights and  
spans of  
certain  
bridges.

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

No. on deposited Plan.	Parish.	Description of Road.	Height.	Span.
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RAILWAY No. 1.

10	Burnham -	Public road	14 ft. -	18 ft.
18	Burnham -	Public road	12 ft. 3 in. -	16 ft.
26	Burnham -	Public road	14 ft. 6 in. -	18 ft.
30B	Burnham -	Public road	15 ft. -	18 ft.
5	Hitcham -	Public road	14 ft. 6 in. -	22 ft. on the skew.
11	Hitcham -	Public road	15 ft. -	
3	Taplow -	Public road	14 ft. -	18 ft.

RAILWAY No. 4.

54	Mynyddisllwyn -	Public road	14 ft. -	12 ft.
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RAILWAY No. 5.

8	St. Mary, Cardiff	Public road	14 ft. 9 in. -	40 ft.
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Provided always, that the span of the bridge carrying Railway No. 5 over the said road numbered 8 in the parish of Saint Mary, Cardiff, shall not be less than forty feet.



8. The Company may make the roadway over the bridges by which the following roads will be carried over the under-mentioned railways of such width between the fences thereof as the Company think fit, not being less than the respective widths herein-after specified; (that is to say,)

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—  
Widths of  
certain road-  
ways.

No. on Plan.	Parish.	Description of Roadway.	Width of Roadway.
RAILWAY NO. 1.			
5	Upton-cum-Chalvey	Public road	18 ft.
1	Stoke Poges	Public road	18 ft.
23	Stoke Poges	Public road	17 ft. 9 in.
14	Farnham Royal	Public road	17 ft. 6 in.
RAILWAY NO. 3.			
3	Upton-cum-Chalvey	Public road	18 ft.
1	Stoke Poges	Public road	18 ft.
RAILWAY NO. 4.			
14	Mynyddislwyn	Public road	16 ft.
54	Mynyddislwyn	Public road	16 ft.
61	Mynyddislwyn	Public road	16 ft.
99	Mynyddislwyn	Public road	16 ft.

9. If the railways are not completed within five years from the passing of this Act, then on the expiration of that period the powers by this Act granted to the Company for making and completing the railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Period for  
completion  
of railways.

10. If the Company fail within the period limited by this Act to complete the railways respectively, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the uncompleted railway or railways is or are completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the uncompleted railway or railways.

Penalty im-  
posed unless  
railways  
opened.

The said penalty may be applied for by any landowner or other person claiming to be compensated in respect of the railway or railways in reference to which the penalty has been incurred in accordance with the provisions of the next following section of this Act, or by the Solicitor of Her Majesty's Treasury, and in the same manner as the penalty provided in section three of the Railway and Canal Traffic Act, 1854.

17 & 18 Vict.  
c. 31.

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Every sum of money recovered by way of such penalty as aforesaid shall be paid, under the warrant or order of such court or judge as is specified in that section, to an account opened or to be opened in the name and with the privity of Her Majesty's Paymaster General on behalf of the Chancery Division of the High Court of Justice, in the bank and to the credit specified in such warrant or order, and shall not be paid thereout except as herein-after provided.

But no penalty shall accrue in respect of any time during which it shall appear, by a certificate to be obtained from the Board of Trade, that the Company was prevented from completing or opening the uncompleted railway or railways by unforeseen accident or circumstances beyond their control; provided that want of sufficient funds shall not be held to be a circumstance beyond their control.

Provision for application of penalty.

11. Every sum of money so recovered by way of penalty 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 railway or railways in respect of which the penalty has been incurred, 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 Chancery Division of the High Court of Justice may seem fit.

If no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid to or for the account of Her Majesty's Exchequer in such manner as the said Chancery Division thinks fit to order on the application of the Solicitor to Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the said Chancery Division, if the Company is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid to such receiver or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

12. The further quantity of land to be taken by the Company for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, shall not exceed four acres.

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Land for extraordinary purposes.

Company may complete Mitcheldean Road and Forest of Dean Junction Railway.

34 & 35 Vict. c. cxv.

13. Subject to the provisions of sections 38 and 39 of the Mitcheldean Road and Forest of Dean Junction Railway Act, 1871, and of certain articles of agreement dated the 30th day of September 1874, and made between the Queen's most Excellent Majesty of the first part, the Honourable James Kenneth Howard of the second part, and the Mitcheldean Road and Forest of Dean Junction Railway Company of the third part, the Company may complete, construct, and maintain the railway authorised by the said Act of 1871, according to the line and levels thereof shown upon the plans and sections relating thereto deposited for the purposes of this Act, from the commencement of the said railway at or near the station yard of the Mitcheldean Road Station of the Hereford, Ross, and Gloucester Railway, in the parish of Lea, otherwise Lea Upper, in the county of Hereford, to the termination thereof by a junction with the Whimsey Branch of the Company's Forest of Dean Railway, in the township of East Dean, in the county of Gloucester, and, subject as aforesaid, may from time to time enter upon, take, use, and acquire such of the lands delineated on the said plans and described in the deposited books of reference as may be required for the purposes thereof.

14. Subject to the provisions of this Act, the Company may make, in the lines shown on the deposited plans relating thereto, and, so far as the same are shown on the deposited sections to such plans, according to the levels shown thereon, the new roads and footpaths, and alterations of roads and footpaths, and other works herein-after described, with all proper works and conveniences connected therewith, and they may exercise the other powers herein-after mentioned, and may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes; (that is to say,)

Power to Company to make new roads and other works.

- (1.) They may stop up and discontinue so much of the footpath in the parish of Iver, in the county of Bucks, which crosses the railway of the Company on the level about four chains eastward of the mile post on the railway indicating fourteen and a half miles from London, as lies between the boundaries of the Company's property, and also as extends for a distance of about seventeen chains north-eastward of the said railway, and in lieu thereof they may make a new footpath, wholly in the said parish of Iver, commencing at or near the southern end of the bridge which carries the road leading from Thorney

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to Iver over the said railway, and terminating on the southern side of the railway at the said footpath first above described, about three chains eastward of the said mile post indicating fourteen and a half miles from London :

(2.) They may stop up and discontinue so much of the road in the parish of Langley Marish, in the county of Bucks, which crosses the railway of the Company on the level about four chains eastward of the mile post on that railway indicating fifteen and three quarter miles from London, as lies within the boundaries of the Company's property, and in lieu thereof they may make a new road on and near to the northern side of the railway, commencing about fourteen yards northward of the northern side of the bridge which carries the railway of the Company over the road leading from Sutton to Iver, and terminating in a field belonging to John Nash, and immediately opposite the mile post on the railway indicating fifteen and a half miles from London : Provided always, that the Company, if required by the said John Nash, his heirs or assigns, within two years after the passing of this Act, shall also, unless otherwise agreed, construct with all reasonable expedition, at the expense of the said John Nash, his heirs or assigns, (subject to the contribution herein-after referred to,) a subway under their railway at or near the level crossing lastly herein-before described, for the sole use and benefit of the said John Nash, his heirs and assigns, with liberty for him or them to use the same in such manner and for all such purposes as he or they shall require, such subway to be of such reasonable dimensions as the said John Nash, his heirs or assigns, may require, and the Company shall contribute towards the cost of the said subway the sum of three hundred pounds. Any difference between the Company and the said John Nash, his heirs or assigns, as to the dimensions and mode of construction of the said subway shall be determined by an engineer to be (if not agreed upon) appointed by the Board of Trade on the application of either party, whose decision shall be final :

(3.) They may stop up and discontinue so much of the road in the parish of Langley Marish, in the county of Bucks, which crosses the railway of the Company on the level about eleven and a half chains westward of the mile post thereon indicating fifteen and three quarter miles from Paddington, as lies within the boundaries of the Company's property, and in lieu thereof they may make a new road wholly in the said parish of Langley Marish on the northern side of the railway, commencing about four and a half chains northward of the new bridge

which carries the railway over the public road leading from Langley to Sawyer's Green, and terminating in a field belonging to Captain Charles Meeking, opposite a point about six chains eastward of the mile post on the said railway indicating sixteen miles from Paddington :

- (4.) They may stop up and discontinue so much of the footpath in the parish of Langley Marish, in the county of Bucks, which crosses the railway of the Company on the level about one chain eastward of the mile post on the said railway indicating sixteen and a quarter miles from Paddington, as lies within the boundaries of the Company's property, and also as extends for a distance of about twenty chains north-eastward of the said railway, and in lieu thereof they may make a new footpath wholly in the said parish of Langley Marish, commencing at the southern side of the railway and adjoining the new bridge which carries the said railway over the public road leading from Langley to Sawyer's Green and Langley Park about three chains westward of the mile post on the said railway indicating sixteen miles from Paddington, and terminating at the footpath above described, about one chain eastward of the said mile post indicating sixteen and a quarter miles from Paddington :
- (5.) They may stop up and discontinue so much of the footpath in the parish of Farnham Royal, in the county of Bucks, which crosses the railway of the Company on the level about eight chains westward of the mile post on the said railway indicating nineteen miles from Paddington, as lies within the boundary of the Company's property, and also as extends for a distance of about five chains southward and about one chain northward of the said railway, and in lieu thereof they may make a new footpath wholly in the said parish of Farnham Royal, commencing on the northern side of the railway at the said footpath, and terminating in the road near the northern end of the bridge which carries the road from Farnham Royal to Slough over the railway about two chains eastward of the mile post on the railway indicating nineteen and a quarter miles from Paddington :
- (6.) They may stop up and discontinue so much of the footpath in the parish of Burnham, in the county of Bucks, which crosses the railway of the Company on the level at or near the mile post on the said railway indicating twenty and a half miles from Paddington, as lies within the boundary of the Company's property, and also as extends for a distance of about four chains southward of the said railway, and about one

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chain northward of the said railway, and in lieu thereof they may make a new footpath wholly in the said parish of Burnham, commencing at the said footpath about four chains southward of the railway, and terminating in the road on the southern side of the bridge which carries the railway over the road from Burnham to Slough about six chains eastward of the said mile post on the railway indicating twenty and a half miles from Paddington :

- (7.) They may stop up and discontinue so much of the footpath in the said parish of Burnham which crosses the railway of the Company on the level about six chains westward of the mile post on the said railway indicating twenty-one and a half miles from Paddington as lies within the boundary of the Company's property, and also as extends for a distance of about two chains north-eastward therefrom, and in lieu thereof they may make a new footpath wholly in the parish of Burnham, commencing at the said footpath about two chains north-eastward of the railway, and terminating in the roadway leading from Maidenhead to Burnham about one and a half chains northward of the bridge which carries the railway over the said road, about six chains westward of the said mile post indicating twenty-one and a half miles from Paddington :
- (8.) They may stop up and discontinue so much of the road in the parish of Henbury, in the county of Gloucester, known as the Green Lane (leading from Redwick to Salthouse Farm), and numbered on the plans deposited with the clerk of the peace for the county of Gloucester in respect of the Severn Tunnel Railway Act, 1872, thirty-five in the parish of Henbury, as extends for a distance of about one hundred and fifty yards on each side of the authorised Severn Tunnel Railway, and in lieu thereof they may make a new road wholly in the said parish between the points aforesaid :
- (9.) They may stop up and discontinue so much of the road in the parish of Caldicot, in the county of Monmouth, which passes through a cattle creep or archway under the South Wales Railway of the Company at about sixteen chains eastward of the mile post on that railway indicating one hundred and forty-eight miles from London, and may stop up the said cattle creep or archway :
- (10.) They may stop up and discontinue so much of the public highway or road called Broad Lane, in the parish of Tiverton, in the county of Devon, as lies between a point situate about fifty yards westward of the junction of Broad Lane with West Exe Street and a point about one hundred and forty yards

westward of the said junction, and which highway or road is intended to be crossed by the Deviation Railway No. 2 authorised by the Bristol and Exeter Railway Act, 1875, about one hundred yards westward of the junction aforesaid, and in lieu thereof they may make a new road wholly in the said parish of Tiverton, commencing at a point in Broad Lane aforesaid about one hundred and forty yards westward of the said junction, and terminating at West Exe Street at a point thereon about fifty yards northward of the junction aforesaid :

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(11.) They may stop up and discontinue so much of the turnpike road in the parish of Tiverton leading from Exeter to Tiverton as lies between a point one hundred and twenty yards north-eastward of the Ashley toll-gate on the said road near Tiverton and a point measured along the said road one hundred and twenty yards south-westward of the said toll-gate, and in lieu thereof they may make a new road to be wholly situate in the said parish, commencing at or near the said last-mentioned point, crossing over the authorised Exe Valley Railway, and terminating at or near the first-mentioned point :

Provided always, that the Company shall not stop up any of the roads or footpaths by this section authorised to be stopped up until they shall have in each case completed and opened to the public the new road or footpath (if any) by this section authorised to be made in lieu of the road or footpath so to be stopped up.

**15.** Subject to the provisions of this Act, and in addition to the other lands which they are by this Act authorised to acquire, the Company may from time to time enter upon, take, use, and appropriate for the general purposes of their undertaking and works connected therewith, and for providing increased accommodation, all or any of the lands, houses, and buildings following delineated on the deposited plans thereof and described in the deposited books of reference relating thereto respectively ; (that is to say,)

Power to Company to acquire additional lands for general purposes.

Certain lands, houses, and buildings in the parish of Stoke Poges, in the county of Bucks, on the south-eastern side of the Company's Windsor branch railway, lying between the Company's engine shed and the bridge which carries the road from Salt Hill to Slough over the said branch railway :

Certain lands, houses, and buildings lying between the Company's main line of railway and their Bristol and South Wales Union Railway, and adjoining those railways in the out-parish of Saint Philip and Jacob, in the city and county of Bristol :

Certain lands, houses, and buildings in the parish of Bedminster, in the city and county of Bristol, adjoining the floating harbour,

A.D. 1880.  
—

Bristol, and on the south-western side thereof, and partly bounded by the said harbour and by the western side of the road leading from Cumberland Road to such harbour, and adjoining the termination of the Bristol Harbour Railway of the Company : Provided always, that the Company shall not stop up the footpath of the road numbered on the deposited plans of the said lands 1 in the said parish of Bedminster without the consent in writing of the Corporation of Bristol, the owner of the shipbuilding yard herein-after referred to, now leased to or occupied by the Wapping Dock Company, and the said Dock Company (if at the time such consent is required the latter are the lessees or occupiers of the shipbuilding yard herein-after referred to), first had and obtained, or until they have constructed a substituted footpath to their satisfaction ; nor shall the Company stop up the said road numbered 1 as aforesaid, or so much of the open space forming part of the property numbered on the said plans 2 in the said parish of Bedminster as the owner and lessees or occupiers of the shipbuilding yard adjoining thereto are entitled to use as a roadway into the said yard, until they shall have become the owners and entitled to the occupancy of the properties numbered on the said plans 2 and 3 in the said parish of Bedminster, and also of the said shipbuilding yard and the premises occupied therewith adjoining the said properties, and which are now in the possession of the Wapping Dock Company, or until they have constructed a substituted road to the satisfaction respectively of the owner and lessees or occupiers for the time being of the said properties numbered 2 and 3, and of the said shipbuilding yard and premises ; nor shall the Company, without the like consent in writing of the corporation and of such owner and lessees or occupiers, in so far as such owner, lessees, or occupiers have rights, if any, therein, stop up, alter, obstruct, or divert the towing-path numbered 3 on the said plans ; but the Company may at any time or times after the passing of this Act lay down, maintain, work, and use upon and across the said road and footpath, on the level thereof, such line or lines of rails as they may think necessary for affording proper and convenient communication and facilities between the said lands herein-before described and the Bristol Harbour Railway, but no such line or lines of rails shall be placed on or so as to injure or unduly obstruct the free access to the manhole leading to a culvert under the said road : Provided also, that the Company in using the said line or lines of rails shall not allow their carriages or waggons to stand on



the said crossing or occupy such crossing for a longer period than shall be necessary for the passing of carriages and waggons over the same : A.D. 1880.

Certain lands, houses, and buildings on the south side of the Company's South Wales Railway and of the Severn Tunnel Railway as now being constructed, and adjoining the South Wales Railway, in the parish of Caldicot, in the county of Monmouth, and extending for a distance of twenty chains eastward and ten chains westward of the mile post on the South Wales Railway indicating one hundred and forty-seven and three quarter miles from Paddington :

Certain lands, houses, and buildings in the parish of Tiverton, adjoining the turnpike road from Tiverton to Halberton, and north of the toll-gate on the said road, and situate about fifteen chains to the eastward of the Tiverton passenger station of the Company :

Certain lands, houses, and buildings in the parish of Tiverton, in the county of Devon, lying on the eastern side of the River Exe and adjoining thereto, and extending from a point thereon immediately opposite the Ashley toll-gate on the turnpike road from Exeter to Tiverton to another point thereon about eight chains, measured in a south-westerly direction, along the bank of the said river, and also so much of the site of the said river as lies between the said lands and the properties numbered 94, 102, 106, and 111A, in the parish of Tiverton, on the plans deposited in respect of the Exe Valley Railway with the clerk of the peace for the county of Devon in November 1873 : Provided always, that nothing contained in this Act shall enable the Company to enter upon, take, or use for the purposes of this Act any of the said lands numbered on the deposited plans 1 in the parish of Tiverton, and which lands are also numbered 112 in the said parish on the said plans of 1873, otherwise than by agreement :

Certain lands, houses, and buildings on the eastern side of Hall's Tramroad and adjoining thereto in the parish of Mynyddisllwyn, in the county of Monmouth, and extending for a distance of about twelve chains southward from the mile post on that tramroad indicating five and three quarter miles from the commencement thereof :

Certain lands, houses, and buildings on the western side of Hall's Tramroad and adjoining thereto in the same parish and county, and lying between the mile posts on the tramroad indicating respectively five and three quarter miles and six miles from the commencement thereof :

A.D. 1880.

Certain lands, houses, and buildings on each side of Hall's Tramroad and adjoining thereto in the same parish and county, and extending for a distance of about ten chains southward from the public road which crosses the said tramroad about five chains southward of the mile post on the tramroad indicating seven and a quarter miles from the commencement thereof :

Certain lands, houses, and buildings on the western side of Hall's Tramroad and adjoining thereto in the parish of Mynyddisllwyn, in the county of Monmouth, and extending for a distance of about sixteen chains northward of the mile post on the tramroad indicating seven and a half miles from the commencement thereof :

Certain lands, houses; and buildings on both sides of Hall's Tramroad and adjoining thereto in the parish of Mynyddisllwyn, in the county of Monmouth, and extending for a distance of about twenty chains northward of the mile post on the tramroad indicating eight miles from the commencement thereof :

Certain lands, houses, and buildings on the eastern side of Hall's Tramroad and adjoining thereto in the same parish and county, and extending for a distance of about eight chains southward of the mile post on the tramroad indicating eight and a half miles from the commencement thereof :

Certain lands, houses, and buildings on the western side of Hall's Tramroad and adjoining thereto in the same parish and county, and extending for a distance of about eight chains northward of the mile post on the tramroad indicating eight and a half miles from the commencement thereof; and the Company may stop up and discontinue all rights of way or passage, if any, along Hall's Tramroad.

Acquisition  
of rights in  
lands at  
Stourbridge.

**16.** Subject to the provisions of this Act, the Company may purchase and acquire, and thereby extinguish, all interests, easements, privileges, or rights, if any, not now vested in them in certain lands belonging to the Company in the township of Stourbridge, in the parish of Old Swinford, in the county of Worcester, and in the hamlet of Amblecote, in the parish of Old Swinford, in the county of Stafford, and which lands lie between the southern boundary wall of the Mersey Wheel and Axle Works and the northern boundary wall of the works in the occupation of Messrs. Firmstone and Company, and the western side of the said lands fronts the High Street, Stourbridge: Provided always, that nothing herein contained shall take away, alter, or prejudice the interests, easements, privileges, or rights granted by the Company to Richard

Dansey Green Price, his heirs, executors, administrators, and assigns, by certain indentures dated respectively the eighteenth and nineteenth days of June eighteen hundred and sixty-nine, or the covenants and agreements therein respectively contained.

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17. Subject to the provisions of this Act, the Company and the Tiverton and North Devon Railway Company, or either of them, may for the purposes of the undertaking of the Tiverton and North Devon Railway Company, and for providing increased accommodation, and for the purposes of the new roads herein-after authorised to be made by those two Companies, or either of them, enter upon, take, and use the lands following delineated on the deposited plans and described in the deposited books of reference ; (that is to say,)

Power to Company and Tiverton and North Devon Company to acquire lands.

Certain lands, houses, and buildings on the eastern and western sides of the authorised Tiverton and North Devon Railway and adjoining thereto in the parish of Bampton, in the county of Devon, and lying near to the highway or road leading from Bampton to the turnpike road between the Exeter Inn and Dulverton, and also lands, houses, and buildings on the eastern side of the said authorised railway between the point at which the railway is intended to cross the aforesaid road and a point ten chains or thereabouts south of the same point :

Certain lands, houses, and buildings in the parish of Bampton, in the county of Devon, lying on the north and south sides of and immediately adjoining the turnpike road from the Exeter Inn to Dulverton, and situate between the junction of the said turnpike road with the turnpike road from Tiverton to Bampton and the western end of the bridge which carries the first-mentioned turnpike road across the stream at a point about thirty yards distant from the said point of junction :

Certain lands, houses, and buildings on the northern side of the Devon and Somerset Railway and adjoining thereto in the parish of Morebath, in the county of Somerset, and extending for a distance of about fifteen chains on the eastern side and about ten chains on the western side of the mile post on the Devon and Somerset Railway indicating seventeen miles from the junction of that railway with the main line of the Company's railway.

18. Subject to the provisions of this Act, the Company and the Tiverton and North Devon Railway Company, or either of them, may in the parish of Bampton, in the county of Devon, stop up and discontinue the portions of highways or roads, and may, in the lines and according to the levels shown upon the deposited plans

Further powers to Company and Tiverton and North Devon Company.

A.D. 1880. — and sections, make the new roads and exercise the other powers herein-after described; (that is to say,)

They may stop up and discontinue—

(a.) So much of the highway or road leading from the town of Bampton on the west of the parish church to the turnpike road between the Exeter Inn and Dulverton as lies between a point fifty yards northward of the parish pound and a point fifty yards westward of the said pound, and which highway or road is intended to be crossed by the authorised Tiverton and North Devon Railway near to the said pound; and in lieu thereof they may make a new road commencing at the said point about fifty yards westward of the said pound, where the said road is to be stopped up and discontinued, and terminating at the highway or road from Bampton to Stuckeridge Bridge, which is intended to be crossed by the Tiverton and North Devon Railway near to Bampton, at a point thereon about twenty yards westward of where such road and the road from Bampton to Dulverton communicate with each other, and thereafter form one road into Bampton (herein-after referred to as the point of communication);

(b.) So much of the said highway or road leading from Bampton to Stuckeridge Bridge as extends from the point of communication above described to the point where the new road will terminate by a junction with the said road from Bampton to Stuckeridge Bridge about fifty yards westward of the point of communication; and

(c.) So much of the highway or road leading from Bampton to Dulverton as lies between the point of communication and a point on such road about fifty yards, measured in a westwardly direction, along the said road;

And in lieu of so much of the said roads described under the letters (b.) and (c.) as are to be stopped up the said two Companies may make a new road, commencing at the point of communication aforesaid, and terminating by two junctions, one with the road from Bampton to Stuckeridge Bridge, before described, near to the termination of the new road last above described, and the other by a junction with the road from Bampton to Dulverton, opposite the last-mentioned point.

Power to  
Company  
and Mid-  
land Rail-  
way Com-  
pany to stop  
up footpath.

19. Subject to the provisions of this Act, the Company and the Midland Railway Company, or either of them, may stop up and discontinue so much of the footpath in the parish of Saint James and Saint Paul United, in the city and county of Bristol, which crosses the Clifton Extension Railway between the Montpellier Station and the Cheltenham Road as lies between the boundary fences of the property of the said two Companies.

20. The Company, or any or either of the other before-mentioned Companies exercising the powers of this Act, may in constructing the new roads and footpaths by this Act authorised deviate the same to the extent of the limits of deviation marked on the deposited plans, and may deviate from the levels shown on the deposited sections to any extent not exceeding five feet, but not so as to increase the rate of inclination of any new road as shown on the deposited sections.

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Power to deviate in construction of new roads.

21. The site and soil of the portions of roads, footpaths, and highways stopped up and discontinued under the authority of this Act, and the fee simple and inheritance thereof, shall (except where by this Act otherwise provided), if the Company or Companies exercising the powers of this Act are, or if and when under the powers of this Act they become, the owners of the lands on both sides thereof, be wholly and absolutely vested in such Company or Companies, and they may appropriate the same to the purposes of their undertaking.

Vesting of site and soil of portions of roads, &c. stopped up.

22. All rights of way over or along the several roads, footpaths, or other highways, or portions thereof, which shall under the provisions of this Act be stopped up, and all public rights of way over any of the lands which shall under the compulsory powers of this Act be purchased or acquired, shall be and the same are hereby extinguished.

Extinguishment of rights of way.

23. No road or footpath or portion of road or footpath which is by this Act authorised to be stopped up shall be so stopped up unless and until the new road or footpath (if any) which is by this Act authorised to be substituted therefor is completed and opened to the public.

Roads not to be stopped up till new roads opened.

24. The new roads and footpaths to be made under the authority of this Act (except the stone, iron, or other structure carrying any new road over the railway of the Company or Companies exercising the powers of this Act, which structure shall be repaired and maintained by and at their expense,) shall when made and completed respectively from time to time be repaired and maintained by and at the expense of the same parties, in the same manner, and to the same extent as the roads and footpaths for which the same are respectively substituted are now repaired or maintained.

Provision as to repair of new roads.

If any question shall arise between the Company or Companies exercising the powers of this Act and any of such parties as to the due completion of any new road or footpath, such question shall from time to time be determined by two justices on the application of either of the parties in difference, and after not less than seven days notice to both parties of the sitting of such justices for the

D. 1880. purpose, and the certificate of such justices of the due completion of such new road or footpath shall be conclusive evidence of the fact so certified.

Period for compulsory purchase of lands.

25. The powers of this Act for the compulsory purchase of lands shall not be exercised after the expiration of three years from the passing of this Act.

Power to grant easements by agreement.

26. Persons empowered by the Lands Clauses Consolidation Act, 1845, to sell and convey or release lands may, if they think fit, subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act, 1860, and of this Act, grant any easement, right, or privilege (not being an easement of water); required for the purposes or under the powers of this Act, in, over, or affecting any such lands, and the provisions of the said Acts with respect to lands and rentcharges, as far as the same are applicable in this behalf, shall extend and apply to such grants, and to such easements, rights, and privileges as aforesaid respectively.

Notice to be given of taking houses of labouring classes.

27. The Company, or any or either of the before-mentioned Companies exercising the powers of this Act, shall, not less than eight weeks before they take in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers, make known their intention to take the same by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses, and such Company or Companies shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that such Company or Companies have so made known their intention.

Accommodation to be procured for persons of the labouring classes displaced.

28. Before displacing any person belonging to the labouring classes who may for the time being be the occupier of any such house or part of any such house as mentioned in the last preceding enactment, the Company, or any or either of the before-mentioned Companies exercising the powers of this Act, shall (unless they and such person otherwise agree) procure sufficient accommodation elsewhere for such person: Provided always, that if any question shall arise as to the sufficiency of such accommodation, the same shall be determined by a justice; and such Company or Companies may for the purpose of providing such accommodation appropriate any lands for the time being belonging to them respectively, or which they respectively have power to acquire, and for that purpose may purchase lands by agreement, and may on any such lands erect labouring-class dwellings, and may let or otherwise dispose of such lands and premises, and may apply to the purposes of this section,

or any of them, any moneys they respectively may have already raised or are authorised to raise, and which moneys, if made applicable to any special purpose, are not required for that purpose. A.D. 1880.

**29.** And whereas the Company have from time to time purchased or acquired lands, with or without buildings thereon, adjoining or near to their railway or a station belonging solely or jointly to the Company, but which lands are not immediately required for the purposes of their undertaking, and it is expedient that the Company should be relieved from the obligation under certain circumstances to sell the same as superfluous lands : Provision with respect to certain superfluous lands of the Company.

Therefore nothing in the Lands Clauses Consolidation Act, 1845, or any Act relating to the Company with which that Act is incorporated, with respect to the sale of superfluous lands shall until the expiration of ten years from the passing of this Act be held to apply to any lands, with or without any building thereon, and the appurtenances thereto, acquired by the Company in the parishes enumerated in the Schedule A. to this Act, any part of which lands adjoins the Company's railway or any station belonging solely or jointly to the Company, and which may either be required for the purpose of widening the line or making sidings in connexion with the said railway, or is situate within one mile of any station belonging solely or jointly to the Company; and the Company may during the same period of ten years from the passing of this Act continue to hold such lands, buildings, and appurtenances, although not immediately required for the purposes of their undertaking; but the Company shall at the expiration of such period of ten years sell and dispose of all such parts of those lands respectively as shall not then have been applied to or are not then required for the purposes of their undertaking as superfluous lands.

**30.** And whereas the Company and the London and North-western Railway Company have from time to time purchased or acquired lands, with or without buildings thereon, in connexion with or for the purposes of the West London Railway or the Addison Road Station thereof, but which are not immediately required for the purposes thereof, and it is expedient that the two Companies should be relieved from the obligation under certain circumstances to sell the same as superfluous lands : Provision with respect to superfluous lands of the Company and the London and North-western Railway Company.

Therefore nothing in the Lands Clauses Consolidation Act, 1845, or any Act relating to the Company, or to the London and North-western Railway Company, or to the West London Railway or the West London Extension Railway, with which that Act is incorporated, with respect to the sale of superfluous lands shall until the expiration of ten years from the passing of this Act be held to apply to any lands, with or without any building thereon, and the

A.D. 1880.

appurtenances thereto, acquired by the Company and by the London and North-western Railway Company, or either of them, any part of which adjoins the said West London Railway or the said Addison Road Station, or may be required for the purposes of widening the lines or making sidings or other works in connexion with the said railway, or is situate within one mile of any station on the said railway; and the two Companies may during the same period of ten years from the passing of this Act continue to hold such lands, buildings, and appurtenances, although not immediately required for the purposes aforesaid; but the two Companies shall at the expiration of such period of ten years sell and dispose of all parts of such lands which shall not then have been applied to and are not then required for the purposes of the said railway as superfluous lands.

Provision with respect to superfluous lands of the Company and the Ross and Monmouth Railway Company.

**31.** And whereas the Company and the Ross and Monmouth Railway Company, or one of them, have from time to time purchased or acquired lands, with or without buildings thereon, in connexion with or for the purposes of the Ross and Monmouth Railway, but which are not immediately required for the purposes thereof, and it is expedient that the two Companies should be relieved from the obligation under certain circumstances to sell the same as superfluous lands :

Therefore nothing in the Lands Clauses Consolidation Act, 1845, or any Act relating to the Company or to the Ross and Monmouth Railway Company with which that Act is incorporated, with respect to the sale of superfluous lands shall until the expiration of ten years from the passing of this Act be held to apply to any lands, with or without any building thereon, and the appurtenances thereto, acquired by the Company and the Ross and Monmouth Railway Company, or either of them, any part of which adjoins the said railway, or may be required for the purpose of doubling or widening the lines or making sidings or other works in connexion with the said railway, or is situate within one mile of any station on the said railway; and the two Companies may during the same period of ten years from the passing of this Act continue to hold such lands, buildings, and appurtenances, although not immediately required for the purposes aforesaid; but the two Companies shall at the expiration of such period of ten years sell and dispose of all parts of such lands which shall not then have been applied to and are not then required for the purposes of the said railway as superfluous lands.

Revival of powers for purchase of lands for

**32.** The powers granted by the Severn Tunnel Railway Act, 1872, the Great Western Railway Act, 1875, and the Great Western Railway Act, 1877, for the compulsory purchase of lands required



[43 & 44 VICT.] *Great Western Railway Act, 1880.* [Ch. cxli.]

for the purposes of the railway and works by the said Act of 1872 authorised are by this Act revived and continued, and may be exercised by the Company until, but not after, the twenty-seventh day of June one thousand eight hundred and eighty-three.

A.D. 1880.  
Severn  
Tunnel  
Railway.

**33.** The period limited by the Severn Tunnel Railway Act, 1872, and the Great Western Railway Act, 1877, for the construction and completion of the railway authorised by the said Act of 1872 is hereby further extended to the twenty-seventh day of June one thousand eight hundred and eighty-three, and section thirty of the said Act of 1877 shall be read and construed as if the extended period by this Act limited for the construction and completion of that railway had been the period by the said Act of 1877 limited.

Extension of  
time for com-  
pletion of  
Severn  
Tunnel  
Railway.

But if the said railway shall not be completed within the extended period by this Act limited, then on the expiration of that extended period the powers by this Act granted for making and completing that railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

**34.** The period limited by the Bristol and Exeter Railway Act, 1875, for the construction and completion of the Railway (A) by that Act authorised is hereby extended to the nineteenth day of July one thousand eight hundred and eighty-three, and section twenty-one of the said Act of 1875 shall be read and construed as if the period by this Act limited for the construction and completion of the said railway had been the period by that Act limited.

Extension of  
time for com-  
pletion of  
Railway (A)  
authorised by  
38 & 39 Vict.  
c. cxxvii.

But if the said Railway (A) shall not be completed within the extended period by this Act limited, then on the expiration of that extended period the powers by this Act granted for making and completing that railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

**35.** The Company shall abandon the construction of the under-mentioned railways and portion of railway; (that is to say,)

Abandon-  
ment of  
authorised  
railways.

The Railway No. 3 described in and authorised by the Great Western Railway Act, 1872:

The Railway No. 1 described in and authorised by the South Devon Railway Act, 1872:

So much of the Railway No. 1 described in and authorised by the Exe Valley Railway Act, 1874, as was intended to pass through the properties numbered on the deposited plans referred to in that Act 98 and 105 in the parish of Tiverton.

**36.** The abandonment by the Company of the railways and portion of railway by this Act respectively authorised to be

Compensa-  
tion for  
damage to

.D. 1880.  
—  
nd by  
ntry, &c.  
or purposes  
f works  
abandoned.

abandoned shall not prejudice or affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Company on such land for the purpose of surveying and taking levels, or probing or boring to ascertain the nature of the soil, or setting out of the line of the authorised work, and shall not prejudice or affect the right of the owner or occupier of any land which may have been temporarily occupied by the Company to receive compensation in accordance with the provisions in that behalf of the Railways Clauses Consolidation Act, 1845, so far as the same may be applicable, for such temporary occupation, or for any loss, damage, or injury which may have been sustained by such owner or occupier by reason thereof, or of the exercise as regards such land of any of the powers contained in the last-mentioned Act, or in the *Great Western Railway Act, 1872*, or in the *South Devon Railway Act, 1872*, or in the *Exe Valley Railway Act, 1874*.

Compensa-  
tion to be  
made in re-  
spect of  
works  
abandoned.

**37.** Where before the passing of this Act any contract has been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to the railways and portion of railway by this Act respectively authorised to be abandoned, and which shall not be required for the purposes of any of the works by this Act authorised, full compensation shall be made by the Company to the owners and occupiers or other persons interested in such lands for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice.

The amount and application of the compensation shall be determined in manner provided by the *Lands Clauses Consolidation Act, 1845*, as amended by any subsequent Act, for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Power to  
Devon and  
Somerset and  
other Com-  
panies to  
alter gauge  
on their  
railways.

**38.** The Company on the one hand, and the *Devon and Somerset Railway Company*, the *Bristol and Portishead Pier and Railway Company*, and any other Company being the owners of a railway constructed on the broad gauge, or either of them, on the other hand, may enter into and carry into effect contracts, agreements, or arrangements as to the following matters or any of them; (that is to say,)

(a.) The alteration or mixing of the gauge of the railways belonging to those Companies, or any or either of them, or any portion thereof:

(b.) The advance of money by the Company to the said Companies, or any or either of them, for or in respect of such

alteration or conversion of gauge or incident thereto, and as to the payment of the interest thereon, and also the repayment of the principal :

(c.) The terms and conditions on which the narrow gauge shall be laid down, or the gauge altered or mixed, and the mode in which the cost thereof shall be defrayed :

(d.) The terms and conditions for the user of the said railways, or any of them, or any part thereof.

And the Company, the Devon and Somerset Railway Company, the Bristol and Portishead Pier and Railway Company, and any such other Company as aforesaid may alter and convert the rails on their railways, or on part thereof, so as to adapt the same to the narrow or the mixed gauge as may be agreed on between them respectively, or either of them, and the Company.

And for the purposes of such alteration, addition, or conversion the Company may advance or lend money to the said Companies, or either of them, on such terms and conditions or on such security as may be agreed upon.

As respects the Devon and Somerset Railway Company the interest on the moneys so lent or advanced to them shall be such a charge on the gross receipts of their railway or on their proportion of such gross receipts as may be agreed on, and may from time to time be retained by the Company out of such gross receipts, or out of any moneys due or payable by them to the Devon and Somerset Railway Company.

As respects the Bristol and Portishead Pier and Railway Company the Company may from time to time retain out of any moneys due or payable by them to that Company the interest at the rate of five per cent. per annum from time to time due and payable on the moneys advanced by them to that Company, or on so much thereof as shall from time to time remain unpaid, and the principal moneys so lent or advanced may also be so retained by the Company by six equal half-yearly instalments, the first instalment to be payable on the 24th of June 1882, and a like instalment on every succeeding 25th of December and 24th of June up to and including the 25th of December 1884.

**39.** The Company may make and carry into effect agreements with the Most Honourable John Patrick Crichton Stuart, Marquess of Bute and Earl of Dumfries, and the trustees under the will of the late Marquess of Bute, with reference to the construction of the Railway No. 5 by this Act authorised and herein-before described, and to the acquisition of land therefor, and to the pay-

Power to Company and the Marquess of Bute to make agreements.

A.D. 1880. —————  
ments or other consideration to be made for such lands, and to the tolls, charges, and duties to be levied on the said railway or any part thereof, and to the division and appropriation of the same.

Power to Company to advance money to Llynvi and Ogmores Railway Company.

40. The Company and the Llynvi and Ogmores Railway Company from time to time may make and carry into effect agreements with respect to the advance of money by the Company to the Llynvi and Ogmores Railway Company for the purposes of that Company, and the Company may advance or lend money to an amount not exceeding twenty thousand pounds to the Llynvi and Ogmores Railway Company for such purposes accordingly, on such terms and conditions as may be agreed on between them, and the Company may retain the interest due or payable to them in respect of any moneys so advanced or lent out of any moneys from time to time payable by them to the Llynvi and Ogmores Railway Company.

Power to Company to provide and maintain hotels.

41. The Company may hold, enjoy, and maintain the hotels now belonging to or held by them at or near to their stations at New Milford, Taunton, Bridgewater, Yatton, Saint Ives, Bristol, and Plymouth, and may furnish, stock, equip, manage, and conduct such hotels and the business thereof, and may employ officers, managers, and servants therein or in connexion therewith, and may apply their corporate funds to those purposes or any of them, and any expenditure already incurred by the Company in or about any of the before-mentioned purposes is hereby sanctioned and confirmed, and the Company may let or take on lease or otherwise any such hotel and the business thereof.

Certain moneys expended on Cornwall Railway to be a debt due from Cornwall Company.

42. All moneys not exceeding the sum of two hundred thousand pounds raised or to be raised under the provisions of the Great Western, Bristol and Exeter, and South Devon Railway Companies (Cornwall and West Cornwall Railways) Act, 1871, and advanced to the Cornwall Railway Company for the general purposes of the Cornwall Railway, including the extension and improvement of the works connecting that railway with the Government dockyards at Devonport and Keyham, shall, as regards the interest or dividend from time to time due thereon, be deemed capital raised under the provisions of the lease of the Cornwall Railway to the said three companies, dated the ninth day of August one thousand eight hundred and sixty-one, and shall be entitled to and rank for interest or dividend next after the existing preference stocks and shares of the Cornwall Railway Company.

Amendment of 6 & 7 Will. 4. c. xxxvi.

43. The under-mentioned sections of the Act sixth William IV. cap. 36.; (that is to say,)

[43 & 44 VICT.] *Great Western Railway Act, 1880.* [Ch. cxli.]

Section 188 (a list of the rates, tolls, &c. to be affixed in conspicuous places);

Section 189 (rates or tolls only payable whilst boards remain); and

Section 190 (penalty on defacing boards),

shall be and are hereby repealed, and in lieu thereof sections 93 and 95 of the Railways Clauses Consolidation Act, 1845, shall be in force upon and in respect of the railways which immediately before the amalgamation of the Bristol and Exeter Railway Company with the Company formed part of the undertaking of the first-mentioned company.

44. The under-mentioned sections of the Act third and fourth Victoria, cap. 111. (1840), entitled "An Act for erecting and maintaining a pier and other works in Mill Bay, in the Port of Plymouth, in the county of Devon"; (that is to say,

Repeal of certain sections of 3 & 4 Vict. c. cxi. and 9 & 10 Vict. c. ccclxxxiii.

Sections 16, 17, 18, 19, 20, 21, and 37;

and the under-mentioned sections of the Plymouth Great Western Dock Act, 1846; viz.,

Sections 33, 34, 35, 36, 37, and 38,

(relating to rates) shall be and are hereby repealed.

45. The Company may demand and receive for and in respect of every vessel which shall use the Plymouth Great Western Docks, and in respect of all goods, wares, merchandise, passengers, animals, carriages, and things which shall arrive at or depart from, or be laden or unladen, taken on board or discharged, embarked or disembarked at the said docks, and in respect of the use of mooring chains, buoys, and cranes supplied or provided by the Company, any rates, tolls, dues, payments, or charges not exceeding those specified in the under-mentioned schedules to this Act; (that is to say,)

Company may take tolls, &c. in respect of docks at Plymouth.

In respect of vessels using the said docks or mooring within the boundaries thereof, any sum not exceeding the sums specified in Schedule B. (Part I.);

In respect of the use of mooring chains and buoys, any sum not exceeding the sums specified in Schedule B. (Part II.);

In respect of the use of cranes, any sum not exceeding the sums specified in Schedule B. (Part III.);

In respect of the use of any graving dock, any sum not exceeding the sums mentioned in Schedule C.;

In respect of goods, wares, and merchandise, any sum not exceeding the sums specified in Schedule D.;

In respect of animals and carriages, any sum not exceeding the sums specified in Schedule E.;

A.D. 1880.

In respect of passengers and luggage, any sum not exceeding the sums specified in Schedule F. ;

and the said several schedules, and the provisions and conditions thereof, shall be deemed and construed to be part of this Act.

Tonnage of vessels.

46. The tonnage of every British vessel liable to the payment of any tonnage rate under this Act, and duly registered according to law, shall be ascertained according to the certified tonnage in the register, and the tonnage of all other vessels shall be ascertained according to the rules of admeasurement established by law.

Company may require deposit in respect of use of graving dock.

47. The Company may, whenever they shall think fit so to do, require the master or owner of any vessel going into or using any graving dock to pay to them a reasonable sum (having regard to the probable amount of graving dock rates that will become payable in respect of such vessel) by way of deposit previously to such vessel being permitted to go into or use any graving dock. The graving dock rates, or so much thereof as shall not be covered by such deposit as aforesaid, if any such shall have been made, shall be paid by the master or owner immediately on his vessel going out of or ceasing to make use of the graving dock.

Removal of vessels from graving docks.

48. In case the master or owner of any vessel going into or making use of any graving dock shall neglect to remove such vessel from such graving dock when the period for which she entered the same shall have expired, or at the time required by any byelaw relating thereto, the Company may, if they shall deem it expedient so to do, but not otherwise, cause such vessel to be removed into any other dock, although the same be not a graving dock, and all costs consequent upon such removal, together with the costs of procuring and putting ballast on board such vessel, and of making her sufficiently water-tight for removal, if deemed expedient so to do, shall be a charge upon such vessel, and may be recovered from the master or owner thereof in the same manner in all respects as any tonnage rates are by this Act authorised to be recovered: Provided always, that the power hereby given to the Company to cause any such vessel as aforesaid to be removed from a graving dock shall not be construed to exonerate the master or owner of such vessel from the payment of any graving dock rates, or from any other payments to which he might otherwise be liable.

Different rates may be levied in respect of vessels using different docks.

49. A different scale of tonnage or wharfage rates, but in no case exceeding those specified in the schedules to this Act, may be taken or received according to the particular dock, basin, quay, or pier to, into, or from which a vessel may enter or depart, or at, on, or from which goods may be landed or shipped.

50. The Company may compound by the year or for any shorter time for the payment by any proprietor or owner of a vessel, or any importer or exporter of goods, of an annual sum instead of the tonnage or wharfage rates which would otherwise be payable for such vessel or goods: Provided always, that in case the Company shall at any time make any such composition as aforesaid, it shall be lawful for the proprietor or owner of any other similar vessel, or importer or exporter of goods, under similar circumstances, to compound for the tonnage rates payable for such vessel or goods, in order to prevent the tonnage or wharfage rates being compounded for partially or in favour of any particular person.

A.D. 1880.

Power to compound tonnage or wharfage rates for annual rent.

51. The Company may, in relation to the said Plymouth Great Western Docks and the limits thereof, make reasonable charges for the use of warehouses, wharfs, weighing-machines, weights, measures, and other appliances, and for all work done, services rendered, or facilities afforded for the despatch of business, for which a special charge is not expressly authorised by this Act.

Company may charge for services not otherwise provided for.

52. When any goods are intended to be unshipped within the limits of the said docks, the master of the vessel containing such goods shall, within twelve hours after the arrival of such vessel within the limits of the said docks, and before commencing to unship any such goods, deliver to the harbour-master the name of the consignee of the goods intended to be unshipped or other person to whom the same are to be delivered, and if the whole cargo be intended to be unshipped a copy of the bill of lading or manifest of the cargo, or if part only of the cargo be intended to be unshipped the best account in writing in his power of the kinds, weights, and quantities of the several goods intended to be unshipped.

Masters of vessels to give accounts of goods intended to be unshipped within the limits, &c.

53. Every master of a vessel, of which the cargo or part of the cargo shall be unshipped within the limits of the said docks, who shall have failed to deliver or to give any of the particulars in regard to the cargo, or the notice in regard to the unshipment thereof, herein-before required to be delivered or given by such master, or who shall deliver or give any false particulars or notice, shall for every such offence be liable to a penalty not exceeding ten pounds.

Penalty on masters giving no account or false account of goods to be unshipped.

54. Before any person shall ship any goods on board of any vessel lying within the limits of the said docks he shall give to the collector of rates a true account, signed by him, of the kinds, quantities, and weights of such goods; and every person who shall ship any goods in any such vessel without having given such

Shippers to give an account of goods intended to be shipped.

A.D. 1880.

accounts, or who shall give or sign a false account of such goods, shall for every such offence be liable to a penalty not exceeding ten pounds.

Dues for vessels entering for shelter.

55. All vessels which shall come within any part of the outer harbour of the said docks for shelter only, and not for loading or unloading, shall pay dues not exceeding twopence per ton for every ton register of such vessels in lieu of any other dues.

Power to levy tolls on passengers and persons.

56. Every person who may land at or embark from the said docks, or any pier, quay, wharf, or landing-place within the boundaries thereof, and every person who shall walk on the said docks, or any pier, quay, wharf, or landing-place connected therewith, shall pay to the Company, or to any person authorised or appointed by them, in respect of every such landing or embarkation, and of every time of entering or coming upon the said docks, pier, quay, wharf, or landing-place, or using either of them, any sum not exceeding the several tolls, rates, or dues specified in the Schedule F. to this Act annexed: Provided always, that it shall be lawful for the Company, and for any person or persons authorised or appointed by them, to prevent every person from walking on the said docks, pier, quay, wharf, or landing-place, except persons landing at or embarking from the same, and persons paying the said tolls, rates, or dues for or in respect of the same.

Company may charge for water supplied.

57. The Company may charge for water supplied to any vessel any sum not exceeding two shillings for every tun of two pipes or four hogsheads.

Company may establish servants superannuation fund or funds.

27 & 28 Vict. c. cccvi.

58. Sections 22, 23, and 24 of the Great Western Railway Act, 1864, shall apply to any superannuation fund or funds to be established by the Company for the servants in the receipt of weekly wages employed by them, and for the servants in receipt of weekly wages employed by them and any other company or companies at or on any railway, station, or works belonging, leased to, or worked by them and any other company, or for either, or for such class or classes of such servants respectively as they may think fit, and the Company may establish the same accordingly, provided that the scheme for the establishment of any such fund or funds be framed within twelve months after the passing of this Act.

Power to Company to receive at interest moneys on account of superannuation fund.

59. The Company may receive and hold at interest any moneys from time to time paid in respect of the superannuation fund, and, in accordance with the rules and regulations from time to time in force of such fund, may pay or allow thereon in account half-yearly or otherwise interest at the rate from time to time determined by the rules and regulations.



60. The vesting of the undertaking of the Ely and Clydach Valleys Railway Company (herein-after called the Ely and Clydach Company) in the Company, of the undertaking of the Malmesbury Railway Company (herein-after called the Malmesbury Company) in the Company, and of the undertaking of the Mitcheldean Road and Forest of Dean Junction Railway Company (herein-after called the Mitcheldean Company) in the Company, may be effected upon the terms and conditions and in the manner and subject to the provisions following; (that is to say,)

A.D. 1880.  
—  
Terms of vesting in Company of undertakings of Ely and Clydach Valleys and other Companies.

The Company, with the previous consent of three fourths of the votes of the shareholders in the Company on the one hand, and in the Ely and Clydach Company, the Malmesbury Company, and the Mitcheldean Company respectively, as the case may be, on the other hand, present in person or by proxy at some general meeting of the respective companies specially convened for the purpose, may issue to every holder of ordinary shares in the respective companies, in lieu of or in exchange for the shares in those companies so held by him, stock in the Company as follows; (that is to say,)

To every holder of ordinary shares in the Ely and Clydach Company so held by him, consolidated ordinary stock of the Company to an amount not exceeding one hundred pounds per centum of the amount paid up upon or in respect of the shares of the Ely and Clydach Company held by him:

To every holder of ordinary shares in the Malmesbury Company so held by him, consolidated ordinary stock of the Company to an amount not exceeding fifteen pounds per centum of the amount paid up upon or in respect of the shares of the Malmesbury Company held by him:

To every holder of ordinary shares in the Mitcheldean Company so held by him, consolidated ordinary stock of the Company to an amount not exceeding one hundred pounds per centum of the amount paid up upon or in respect of the shares of the Mitcheldean Company held by him.

61. In the event of the vesting in the Company under the provisions of this Act of the undertaking of the Ely and Clydach Company, the Malmesbury Company, and the Mitcheldean Company, or any or either of them, by this Act authorised, the Company may from time to time, in addition to any other consolidated ordinary stock which they are by this or any other Act authorised to create and issue, create and issue new consolidated ordinary stock to such an amount as may be necessary for carrying the vesting into effect, for defraying the liabilities of the company or companies whose undertaking is so vested in the Company, and for completing

Power to Company to create further consolidated ordinary stock.

A.D. 1880. — any portion of the undertaking so vested which may not at the time of the vesting be completed, and the new consolidated ordinary stock so created and issued shall form part of the capital of the Company: Provided always, that the aggregate amount of capital authorised by this enactment to be raised shall not in each case exceed the amount in this Act before specified as the consideration for the vesting of the respective company and the amount of the subscription to the Calne Railway Company by this Act authorised.

Under-  
takings of  
Ely and  
Clydach and  
other com-  
panies  
vested.

62. After such consent as aforesaid of the shareholders in the Company on the one hand, and in the Ely and Clydach, the Malmesbury, and the Mitcheldean Companies respectively, as the case may be, on the other hand, has been obtained, and upon the registration in the books of the Company of the names of the holders of shares in the Ely and Clydach Company, the Malmesbury Company, and the Mitcheldean Company respectively, as the case may be, as the holders of the amount of the consolidated ordinary stock of the Company to which they may be entitled as before provided, the undertaking of the Ely and Clydach Company, the Malmesbury Company, and the Mitcheldean Company, as the case may be, and the several railways and branches, stations, sidings, approaches, buildings, fixed plant, warehouses, and all other works, whether complete or incomplete, and all the lands and other the property, estate, moneys, stocks, books, papers, documents, and assets of such of the said companies, as the case may be, shall be and are hereby (subject to the liabilities, debts, contracts, and obligations respectively affecting the same) absolutely vested in the Company.

The Ely and Clydach Company, the Malmesbury Company, and the Mitcheldean Company, as the case may be, shall thereupon be dissolved, except for the purpose of winding up their affairs:

Provided always, that on the vesting of the undertakings of the said companies, or either of them, all the unexercised powers of those companies respectively of raising capital by the creation and issue of shares shall be and the same are hereby extinguished.

Such vesting shall be deemed to be an amalgamation of the vested undertaking with the undertaking of the Company according to the true intent and meaning of Part V. (relating to amalgamation) of the Railways Clauses Act, 1863.

Terms of  
vesting in  
Company  
and Bala  
Company of  
under-  
taking of the  
Festiniog  
and Blaenau  
Company.

63. The vesting of the undertaking of the Festiniog and Blaenau Railway Company, Limited (herein-after called the Blaenau Company), in the Company, or in the Bala and Festiniog Railway Company (herein-after called the Bala Company), or in the Company and the Bala Company (herein-after referred to as the two Companies) jointly, as may be agreed upon between the three Companies, may be effected upon the terms and conditions and

in the manner and subject to the provisions following; (that is to say,) A.D. 1880.

The Company, or the Bala Company, or the two Companies, as the case may be, with the previous consent of three fourths of the votes of the shareholders in the Company and in the Bala Company respectively, or in either of them, as the case may be, in whom the undertaking of the Blaenau Company is to be vested, and in the Blaenau Company, present in person or by proxy at some general meeting of the respective Company specially convened for the purpose, may pay to the Blaenau Company, on the receipt of three directors thereof, a sum not exceeding fourteen thousand pounds, and the Bala Company may also issue or transfer, or the Company may transfer or cause to be transferred, to such persons and in such amounts as the directors of the Blaenau Company shall direct shares of the nominal value of six thousand pounds in the Bala Company.

64. After such consent as aforesaid of the shareholders in the Company and in the Bala Company, or either of them, as the case may be, and in the Blaenau Company has been obtained, and upon the payment of the said sum of fourteen thousand pounds, and the registration in the books of the Bala Company of the names of the persons before referred to to be named by the directors of the Blaenau Company as the holders of the said shares in the Bala Company of the nominal value of six thousand pounds as hereinbefore provided, the undertaking of the Blaenau Company and the several railways and branches, stations, sidings, approaches, buildings, fixed plant, warehouses, and all other works, whether complete or incomplete, and all the lands and other the property, estate, moneys, stocks, books, papers, documents, and assets of that Company shall be and are hereby (subject to the liabilities, debts, contracts, and obligations respectively affecting the same) absolutely vested in the Company and the Bala Company, or in one of them, as the case may be: Provided also, that within three months from the vesting in the two Companies, or in either of them, as the case may be, of the undertaking of the Blaenau Company, the Company or Companies in which the said undertaking shall be vested shall produce to the Commissioners of Inland Revenue a deed of conveyance, in which the purchase or consideration money shall be fully and truly set forth, and such deed shall be duly stamped with the full and proper ad valorem stamp duty in respect of the consideration; and if the purchasing Company or Companies shall not within three months from the vesting so produce such deed of conveyance, duly stamped as aforesaid, the ad valorem stamp

Undertaking  
of Festiniog  
Company  
vested.

A.D. 1880.

duty, with interest thereon at the rate of five pounds per centum per annum from the date of vesting to the day of payment of such duty, shall be recoverable from the purchasing Company or Companies, or either of them, by the said commissioners, with full costs of suit and all costs and charges attending the same.

The Blaenau Company shall upon such vesting be dissolved, except for the purpose of winding up their affairs:

Provided always, that on the vesting of the undertaking of the Blaenau Company all the unexercised powers of that Company of raising capital by the creation and issue of shares shall be and the same are hereby extinguished.

Such vesting shall be deemed to be an amalgamation of the vested undertaking with the undertaking of the Company and the undertaking of the Bala Company, or with the undertaking of one of them, as the case may be, according to the true intent and meaning of Part V. (relating to amalgamation) of the Railways Clauses Act, 1863, and upon and after such vesting the vested railway shall be subject to the provisions of the general Acts relating to railways.

The Company or Companies in whom the Blaenau Railway shall become vested shall not be entitled to demand or take in respect thereof any higher tolls, rates, or charges than the tolls, rates, and charges prescribed by the Bala and Festiniog Railway Act, 1873.

36 & 37 Vict.  
c. ccvii.

Running  
powers to  
London and  
North-  
western  
Railway  
Company  
over Blaenau  
Railway.

**65.** Upon the vesting it shall be lawful for the London and North-western Railway Company to run over and use with their engines, carriages, clerks, officers, and servants, subject as hereinafter provided, and for traffic of all kinds, the Blaenau Railway, if and when the same shall be widened to the gauge of four feet eight and a half inches, together with all the stations, sidings, junctions, watering-places, telegraphs, and other works and conveniences thereof and connected therewith, on such terms, regulations, tolls, or other consideration as shall, if not agreed upon between that Company and the Company or the Bala Company, or between that Company and the Company and the Bala Company, as the case may require, be from time to time determined by an arbitrator to be appointed on the application of either party by the Board of Trade, and the decisions of such arbitrator shall be binding and conclusive on the parties in difference, and the costs and expenses of such arbitration shall be defrayed as the arbitrator shall direct; but in exercise of the powers in this section contained, the byelaws for the time being in force on the Blaenau Railway so used, so far as such byelaws shall be applicable, shall be observed, and the Company shall afford to the London and North-western Railway Company all usual, proper, and sufficient accommodation and

[43 & 44 VICT.] *Great Western Railway Act, 1880.* [Ch. cxli.]

facilities, and perform all usual and necessary services in respect of the goods, live stock, mineral, and coaching traffic of the London and North-western Railway Company in the stations on the Blaenau Railway, as if it were their own proper traffic: Provided always, that such powers shall not be exercised until the London and North-western Railway Company shall have made and completed a junction with the Blaenau Railway. A.D. 1880

**66.** In exercising the powers herein-before granted it shall not be lawful for the London and North-western Railway Company, unless with the consent in writing of the Company, to take up at any station of the Company upon the Blaenau Railway any passengers, parcels, animals, goods, or minerals, and to deliver the same at another station of the said railway; and if the London and North-western Railway Company violate this enactment they shall for every such violation pay to the Company fifty pounds by way of penalty. Protection of local traffic.

**67.** Immediately on the vesting of each or any of the before-mentioned undertakings under the provisions of this Act the Company or Companies, as the case may be, in whom the undertaking is vested may and shall exercise and fulfil in their own name or names, and under their own seal or seals, and in the names and under the hands of their directors, officers, or servants, all the rights, powers, liabilities, and obligations of the vested Company, whether with reference to the acquisition of lands, the construction of works, the borrowing of money, the levying of tolls, rates, and charges, or otherwise, in like manner as those rights, powers, liabilities, and obligations are authorised and required to be exercised and fulfilled by that vested Company. As to exercise of powers of vested Companies.

**68.** Subject to the provisions of this Act, each of the Companies whose undertaking is by this Act authorised to be vested on the one hand, and the Company or Companies jointly, as the case may be, in whom the same undertaking may be so vested as aforesaid on the other hand, may make and enter into and carry into effect contracts or agreements with respect to such vesting and any matters incidental thereto. Agreements with the vested Companies.

**69.** The Company, with the authority of three fourths of the votes of their shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose, may from time to time advance money to the Calne Railway Company on the security of the mortgages or debenture stock of that Company to any extent not exceeding the sum of thirty-two thousand pounds. Advance of money to Calne Railway Company.

Company may  
be with Leominster and  
Kington Company as to  
exercise of borrowing  
powers of latter Company.

70. The Company may from time to time enter into and carry into effect agreements or arrangements with the Leominster and Kington Railway Company for or in relation to the exercise by the Company of the borrowing powers of that Company authorised by the Leominster and Kington Railway Act, 1871, and which Act relates to the Leominster and Kington Railway Company's Presteign Branch.

Power to  
Company to  
exercise  
those  
borrowing  
powers.

71. The Company may, on any such agreement or arrangement being entered into, borrow upon mortgage or create debenture stock in respect of any sums of money which by the Leominster and Kington Railway Act, 1871, the Leominster and Kington Railway Company are authorised to borrow or re-borrow, and have not yet borrowed, and the sums so borrowed or the debenture stock so created, and the interest thereon, shall as between the holders of such mortgages or debenture stock and the Company be a charge on the undertaking of the Company and of the Leominster and Kington Railway Company's Presteign Branch: Provided always, that the amount so raised by the Company shall not, together with any sums of money owing on mortgage by the Leominster and Kington Railway Company under the said Act of 1871, at any time exceed the sums which the Company and the Leominster and Kington Railway Company respectively, but the latter only under the provisions of the said Act of 1871, are authorised to borrow, and during the continuance of any lease to the Company, or of any agreement for the working by the Company of the Presteign Branch, the powers of borrowing by the Leominster and Kington Railway Company under the said Act of 1871 shall, if so agreed, cease to be exercised by them, and at the expiration of any such lease or agreement the powers by this Act conferred upon the Company shall cease to be exercised by them: Provided also, that any existing mortgages shall not be prejudiced or affected; and as between the Company and the Leominster and Kington Railway Company the mortgages granted by the Company for raising the sums of money authorised to be raised by the Leominster and Kington Railway Act, 1871, or the debenture stock created for such purpose, shall be a charge on the undertaking of the Company and of the said Presteign Branch; and in the event of the determination of any lease to the Company, or any agreement for the working by the Company of the said Presteign Branch or of the other railway or railways of the Leominster and Kington Railway Company, the Leominster and Kington Railway Company shall indemnify and save harmless the Company against all liabilities for or in respect of such of those mortgages or debenture stock as shall have been issued in respect of the liabilities or obligations of

the Leominster and Kington Railway Company; but in any event the rights and remedies of the mortgagees or holders of debenture stock may be enforced against the Company.

A.D. 1880.

72. The Leominster and Kington Railway Company may, subject to the provisions of Part II. of the Companies Clauses Act, 1863, raise any additional capital, not exceeding in the whole two thousand pounds, by the issue at their option of new ordinary shares or stock, or new preference shares or stock, or by debentures or debenture stock, or wholly or partially by any one or more of those modes respectively; but they shall not issue any share of less nominal value than ten pounds, nor shall any share vest in the person or corporation 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.

Power to Leominster and Kington Company to raise additional capital.

73. Except as by this Act otherwise provided, the capital in new shares or stock created by the Leominster and Kington Railway Company under this Act, and the new shares or stock therein and the holders thereof respectively, shall be subject and entitled to the same powers, provisions, liabilities, rights, privileges, and incidents whatsoever in all respects as if that capital were part of the now existing capital of the said Company, of the same class or description, and the new shares or stock were shares or stock in that capital.

New capital of Leominster and Kington Company to possess same powers and be under same liabilities as present capital.

The capital in new shares or stock so created shall form part of the capital of the Leominster and Kington Railway Company.

74. Every person who becomes entitled to new shares or stock of the Leominster and Kington Railway Company shall in respect of the same be a holder of shares or stock in that Company, and shall be entitled to a dividend with the other holders of shares or stock of the same class or description, proportioned to the whole amount from time to time called and paid on such new shares, or to the whole amount of such stock, as the case may be.

Dividends on new shares or stock of Leominster and Kington Company.

75. Except as otherwise expressly provided by the resolution creating the same, no person shall be entitled to vote in respect of any new shares or stock of the Leominster and Kington Railway Company to which a preferential dividend shall be assigned.

Restriction as to votes in respect of preferential shares of Leominster, &c. Company.

76. Subject to the provisions of any Act already passed by which the Leominster and Kington Railway Company are authorised to raise capital by new shares or stock, and to the provisions of this Act and any other Act passed in the present session of Parliament, whether before or after the passing of this Act, by which that Company may be authorised to raise capital by new shares or stock,

New shares of Leominster, &c. Company raised under Acts of past or present sessions may

A.D. 1880.  
be of same  
class.

they may, if they think fit, raise by the creation and issue of new shares or stock of one and the same class all or any part of the aggregate capital which they are by such other Act and this Act respectively authorised to raise by the creation and issue of new shares or stock.

Power to  
Leominster  
and Kington  
Company to  
borrow on  
mortgage.

77. The Leominster and Kington Railway Company may, in respect of the additional capital of two thousand pounds which they are by this Act authorised to raise, from time to time borrow on mortgage any sum not exceeding in the whole six hundred and sixty pounds, but no part thereof shall be borrowed until shares for so much of the said additional capital as is to be raised by means of shares are issued and accepted, and one half of such capital is paid up, and the said 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 shares for the whole of such capital have been issued and accepted, and that one half of such capital 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 until stock for one half of so much of the said additional capital as is to be raised by means of stock is fully paid up, and the said Company have proved to such justice as aforesaid, before he so certifies, that such shares or stock, as the case may be, were issued and accepted and paid up bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, successors, or assigns, and also, so far as the said additional capital is raised by shares, that such persons or corporations, or their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such justice of the books of the said Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which certificate shall be sufficient evidence thereof.

Provisions as  
to appoint-  
ment of a  
receiver with  
respect to  
Leominster  
and Kington  
Company.

78. Every provision in any Act passed before the present session of Parliament, whereby the Leominster and Kington Railway Company is authorised to raise by borrowing money for the purposes of their undertaking, with respect to the appointment of a receiver for enforcing payment by that Company of arrears of interest or principal, or principal and interest, shall be and the same is hereby repealed, but without prejudice to any appointment which may have been made or to the continuance of any proceedings which may have been commenced prior to the passing of this Act under any such provision.



The mortgagees of the Leominster and Kington Railway 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 arrears of principal, the amount owing and overdue to the mortgagees by whom the application for a receiver is made shall not be less than five thousand pounds in the whole.

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79. All mortgages and bonds granted by the Leominster and Kington Railway Company in pursuance of the powers of any Act of Parliament passed before the passing of this Act, and which shall be subsisting at the time of the passing thereof, shall during the continuance of such mortgages and bonds, and subject to the provisions of the Acts under which such mortgages and bonds were respectively granted, have priority over any mortgages to be granted by virtue of this Act; and nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the said Company.

Existing mortgages of Leominster and Kington Company to have priority.

80. The Leominster and Kington Railway Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863; but, notwithstanding anything therein contained, the interest of all debenture stock at any time after the passing of this Act created and issued by that Company shall rank *pari passu* with the interest of all mortgages at any time after the passing of this Act granted by that Company, and shall have priority over all principal moneys secured by such mortgages.

Leominster and Kington Company may create debenture stock.

81. All and every part of the money raised by the Leominster and Kington Railway Company or by the Company in respect of any sums of money which the Leominster and Kington Railway Company are authorised to raise shall be applied only to the purposes of that Company and their undertaking.

Application of money raised by Leominster and Kington Company.

82. The Company from time to time, by the order of any general meeting of the Company, may create and issue new shares or stock for such additional capital as they shall think necessary, not exceeding two hundred thousand pounds, exclusive of the other capital and other moneys which they are or may be authorised to create and issue by this Act or by any other Act or Acts of Parliament, and the Company may create and issue such new shares or stock either wholly or partially as ordinary or wholly or partially as preferential shares or stock, as they may think fit.

Power to Company to raise additional capital.

83. Notwithstanding anything contained in Part II. of the Companies Clauses Act, 1863, the Company may from time to time, in issuing any portion of the additional capital by this Act authorised, dispose of all or any of the shares or stock representing

As to disposal by Company of new shares or stock.

A.D. 1880. — the same, at such times, to such persons, on such terms and conditions, and in such manner as the directors think advantageous to the Company.

Power to Company to cancel unissued shares or stock.

84. If the Company, after having created any new shares or stock, determine not to issue the whole of the shares or stock so created, they may cancel the unissued shares or stock, and may from time to time thereafter create and issue instead thereof other new shares or stock of an aggregate amount not exceeding the aggregate amount of the shares or stock so cancelled, and in like manner the Company may create and issue new shares or stock in lieu of any new shares or stock which may have been issued and redeemed, or in lieu of any certificate entitling the holder to be registered in respect of shares or stock.

Shares not to be issued until one-fifth part paid up.

85. The Company shall not issue any share, 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.

New shares or stock to be subject to the same incidents as other shares or stock.

86. Except as by or under the provisions of this Act otherwise provided, the capital in new shares or stock created by the Company under this Act, and the new shares or stock therein and the holders thereof respectively, shall be entitled and subject to the same powers, provisions, liabilities, rights, privileges, and incidents whatsoever in all respects as if that capital were part of the now existing capital of the Company, and the new shares or stock were shares or stock in that capital.

The capital in new shares or stock so created shall form part of the capital of the Company.

Dividends on new shares or stock of the Company.

87. Every person who becomes entitled to new shares or stock under this Act shall in respect of the same be a holder of shares or stock in the Company, and shall be entitled to a dividend with the other holders of shares or stock of the same class or description, proportioned to the whole amount from time to time paid on such new shares or stock.

Restriction as to votes.

88. Except as otherwise expressly provided by the resolution creating the same, no person shall be entitled to vote in respect of any new shares or stock to which a preferential dividend shall be assigned.

New shares or stock raised under this Act and any other Act of present ses-

89. Subject to the provisions of any Act already passed by which the Company are authorised to create new shares or stock not already issued, and to the provisions of this Act and any other Act passed in the present session of Parliament, whether before or after the passing of this Act, by which the Company may be

authorised to create and issue capital by new shares or stock, the Company may, if they think fit, create and issue new shares or stock of one and the same class for all or any part of the aggregate capital which they are by such other Act and this Act respectively authorised to create and issue by the creation and issue of new shares or stock.

A.D. 1880  
—  
sion may be  
of same class.

90. The Company may, in respect of the additional capital of two hundred thousand pounds which they are by this Act authorised to create and issue, from time to time borrow on mortgage any sum not exceeding in the whole sixty-six thousand pounds, but no part thereof shall be borrowed until shares for so much of the said capital as is to be created by means of shares are issued and accepted, and one half of such capital 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 shares for the whole of that capital have been issued and accepted, and that one half of that capital has been paid up, and that not less than one-fifth part of the amount of each separate share in that capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and until stock for one half of so much of the said additional capital as is to be created by means of stock is fully paid up, and the Company have proved to such justice as aforesaid, before he so certifies, that such shares or stock, as the case may be, were issued and accepted and paid up bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, successors, or assigns, and also, so far as the said capital is raised by shares, that such persons or corporations, or their executors, administrators, successors, or 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 certificate shall be sufficient evidence thereof.

Power to  
borrow on  
mortgage.

91. The Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863; but, notwithstanding anything therein contained, the interest of all debenture stock at any time after the passing of this Act created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time after the passing of this Act granted by the Company, and shall have priority over all principal moneys secured by mortgages granted after the passing of this Act.

Debenture  
stock.

92. All moneys raised by the Company under this Act, whether by shares, stock, debenture stock, or borrowing, shall, unless other-

Application  
of moneys.

D. 1880.

wise provided by this Act, be applied to the purposes of this Act, and, subject thereto, to the general purposes of the undertaking of the Company, and to no other purpose whatever.

power to  
apply surplus  
moneys to  
purposes of  
this Act.

93. The Company may from time to time apply to all or any of the purposes of this Act any moneys from time to time raised by them, and which are not by any of the Acts relating to the Company made applicable to any special purpose, or which, being so made applicable, are not required for the special purpose; and the Company may from time to time for the general purposes of their undertaking, and for the more efficient working of their traffic, issue any shares or stocks which, under the authority of any Act passed prior to the present session of Parliament, the Company may have created or may hereafter create, but which are not or may not be required for the special purposes for which such shares or stocks respectively were authorised to be created.

As to state-  
ments of  
capital and  
account.

94. Whereas by the Acts set forth in Part I. of Schedule G. to this Act the Company are authorised to create and issue shares or stock to the amount of thirty-seven million nine hundred and sixty-two thousand three hundred and nine pounds, and to borrow on mortgage or to issue debenture stock to the amount of thirteen million four hundred and eighty-three thousand two hundred and thirteen pounds: And whereas by the Acts set forth in Part II. of the said schedule the Company are authorised to create and issue shares or stock to the amount of thirteen million twenty-seven thousand one hundred and twenty-seven pounds, and to borrow on mortgage or issue debenture stock to the amount of four million one hundred and sixty-two thousand six hundred and sixty-three pounds, and the authorised capital of the Company up to the 31st day of January 1880 now consists of the aggregate of the above-mentioned amounts, making altogether fifty million nine hundred and eighty-nine thousand four hundred and thirty-six pounds shares or stock, and seventeen million six hundred and forty-five thousand eight hundred and seventy-six pounds of mortgages and debenture stock: Therefore for the purposes of all statements of capital and accounts, and of all declarations and evidence as to the capital of the Company on the 31st day of January 1880, it shall be sufficient to state, until and unless the contrary is shown, that the above amounts of capital, mortgages, and debenture stock respectively are the amounts which the Company were up to the date aforesaid authorised to create and issue: Provided always, that the said fifty million nine hundred and eighty-nine thousand four hundred and thirty-six pounds shall be reduced by thirty-two thousand and twenty-four pounds when and so soon as the thirty-

two thousand and twenty-four pounds four and a half per cent. (Bristol and Exeter) redeemable preference stock of the Company has been redeemed and paid off: Provided also, that as regards such capital as may not be included in the above-mentioned fifty million nine hundred and eighty-nine thousand four hundred and thirty-six pounds, nothing in this Act contained shall alter, prejudice, or affect any authorities or powers which the Company already possess, or which they may acquire by this or any other Act of the present session of Parliament, with regard to the exercise by the Company of the powers which any other company or companies now possess of creating and issuing capital, or borrowing, or of the issue of debenture stock in respect thereof, or with regard to the issue of capital, either alone and for their own purposes or in conjunction with any other company or companies. A.D. 1880.

95. The Company may, notwithstanding anything to the contrary in the respective Acts authorising them to raise money on mortgage or by the creation and issue of debenture stock, issue fifty thousand pounds of such debenture stock whenever and so soon as each one hundred and fifty thousand pounds of the shares or stock in respect of which the said debenture stock is authorised to be issued has been created and issued, and the full amount thereof has been paid up. Further powers as to creation of debenture stock.

96. All mortgages or bonds granted before the passing of this Act by the Company, or by or in the name of any company whose undertaking is under the powers of this Act or of any prior Act of Parliament purchased by or amalgamated with or vested in the undertaking of the Company, shall during the continuance of such mortgages or bonds, and subject to the provisions of the Acts under which such mortgages and bonds were respectively granted, have priority over all mortgages granted after the passing of this Act by the Company; but nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company. Mortgages already granted to have priority.

97. The Tiverton and North Devon Railway Company may from time to time apply to the purposes of this Act which may be carried into effect by them any moneys from time to time raised by them and which are not by any of the Acts relating to them made applicable to any special purpose, or which, being so made applicable, are not required for the special purpose. Power to Tiverton and North Devon Railway Company to apply surplus funds.

98. The Midland Railway Company may from time to time apply to the purposes of this Act which may be carried into effect by them any moneys from time to time raised by them, and which are not by the Act relating to that Company made applicable to Power to Midland Railway Company to apply surplus funds.

A.D. 1880. — any special purpose, or which, being so made applicable, are not required for the special purpose.

Interest not to be paid on calls paid up.

99. The Company and the Leominster and Kington Railway Company respectively shall not, out of any money authorised to be raised by them, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him; but nothing in this Act shall prevent the Companies respectively from paying 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.

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

100. The Company and the Leominster and Kington Railway Company respectively shall not, out of any money by this Act authorised to be raised, pay or deposit any sum 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 them to construct any other railway or to execute any other work or undertaking.

Provision as to general Railway Acts.

101. Nothing in this Act contained shall exempt the Company or their railways 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 maximum rates of fares and charges, or of the rates for small parcels, authorised to be taken by the Company.

Expenses of Act.

102. All 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.

SCHEDULES referred to in the foregoing Act.

A.D. 1880

SCHEDULE A.

*Superfluous Lands.*

BRISTOL (CITY AND COUNTY OF).

Bedminster.

CARMARTHENSHIRE.

Llanboidy.  
Llandissilio.  
Llangan.  
Llanginning.  
Llangunnor.  
Mydrim.  
St. Ishmaels.

CHESHIRE.

Runcorn.

CORNWALL.

Gwennap.  
Gwinear.  
Illogan.  
Kenwyn.  
Ludgvan.  
Madron.  
Phillack.  
Redruth.  
St. Erth.

DEVONSHIRE.

Bradninch.  
Brampford Speke.  
Broad Clist.  
Collumpton.  
Rewe.  
St. David, Exeter.  
Silverton.  
Stoke Canon.

DORSETSHIRE.

Cattistock.  
Evershot.  
Melcombe Regis.  
Radipole.  
Stratton.  
Upway.

GLAMORGANSHIRE.

Briton Ferry.  
Llanwonno.  
Margam.  
Newcastle.  
Pendoylan.  
Roath.  
St. Bride-super-Ely.  
St. Fagan.  
Tythegston.

GLOUCESTERSHIRE.

Alvington.  
Bourton-on-the-Water.  
Chipping Campden.  
Churchdown.  
East Dean (township).  
Mickleton.  
Oddington.  
Westbury-on-Severn.

HEREFORDSHIRE.

Bodenham.  
Brimfield.  
Eye.  
Holmer.  
Ledbury.  
Leominster.  
Orleton.  
Wellington.  
Weston Beggard.  
Withington.

MERIONETHSHIRE.

Dolgelly.

MIDDLESEX.

Fulham.

MONMOUTHSHIRE.

Caldicot.  
Chepstow.  
Peterstone.  
St. Bride, Netherwent.

NORTHAMPTONSHIRE.

Warkworth.

OXFORDSHIRE.

Cassington.  
Combe.  
Iffley.  
Shipton-under-Wychwood.

PEMBROKESHIRE.

Llandissilio.  
Llanstadwell.  
Rosemarket.  
St. Thomas, Haverfordwest.

SHROPSHIRE.

Bromfield.  
Church Stretton.  
Clebury Mortimer.  
Conover.  
Drayton Hales.

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SUROPSHIRE—*cont.*

Ercall Magna.  
Hodnet.  
Leebotwood.  
Longford.  
Ludford.  
Onibury.  
Richards Castle.  
Stanton Lacey.  
Stapleton.  
Stokesay.  
Winstanstow.  
Wooferton.

SOMERSETSHIRE.

Almsford.  
Backwell.  
Banwell.  
Bedminster.  
Bicknoller.  
Bishops Hull.  
Bishops Lydeard.  
Bleadon.  
Burnham.  
Bradford.  
Cheddon-Fitzpaine.  
Claverton.  
Crowcombe.  
Hutton.  
Kewstoke.

SOMERSETSHIRE—*cont.*

Long Ashton.  
Lympsham.  
Lyncombe and Widcombe.  
Nailsea.  
Norton Fitzwarren.  
Pawlett.  
Puxton.  
St. Decumans.  
Sampford Arundel.  
South Brent.  
Stogumber.  
Trent.  
Uphill.  
Wellington.  
West Buckland.  
Weston-super-Mare.  
Wick St. Lawrence.  
Worle.

STAFFORDSHIRE.

Drayton Hales.  
Dudley.  
Kingswinford.  
Oldswinford.  
Sedgley.  
Tipton.  
Wolverhampton.

WARWICKSHIRE.

Fenny Compton.  
Hampton in Arden.

WORCESTERSHIRE.

All Saints, Evesham.  
Blockley.  
Churchill.  
Church Honeybourne.  
Claines.  
Dodderhill.  
Fladbury.  
Great Malvern.  
Hagley.  
Halesowen.  
Hanley Castle.  
Hartlebury.  
Kidderminster.  
Leigh.  
Lindridge.  
Oldswinford.  
St. Andrew, Droitwich.  
St. Andrew, Pershore.  
St. Nicholas, Droitwich.  
Stoke Prior.

SCHEDULE B. (PART I.)

DUES ON VESSELS.

	£	s.	d.
For every vessel to or from any port or place in the United Kingdom, Isle of Man, or Channel Islands—			
If above fifty tons - - - - - per register ton	0	0	3
If under fifty tons - - - - - per register ton	0	0	2
Rent after two weeks from date of entrance - per register ton per week	0	0	1
For every vessel to or from any port or place on the continent between Ushant and the Elbe inclusive - per register ton	0	0	4
Rent after two weeks from date of entrance - per register ton per week	0	0	1
For every vessel to or from any foreign port or place (continent as above excepted) outside the Baltic and between the North Cape of Lapland and Gibraltar - - - - - per register ton	0	0	6
Rent after three weeks from date of entrance - per register ton per week	0	0	1



[43 & 44 VICT.] *Great Western Railway Act, 1880.* [Ch. cxli.]

	£	s.	d.	A.D. 1880.
For every vessel to or from any other port or place whatsoever - - - - - per register ton	0	0	9	
Rent after four weeks from date of entrance - per register ton per week	0	0	1	
For yachts or other vessels kept for pleasure - per register ton	0	0	6	
Rent after four weeks from date of entrance - per register ton per week	0	0	1½	
Any fractional part of a week to be charged as one week.				
Vessels having discharged cargo and paid inward dues from foreign, if loaded outwards, to pay in addition half the dues according to the port of destination.				
For all British vessels employed only in fishing, exceed- ing thirty tons register - - - - - per annum	3	0	0	
For all British vessels employed only in fishing, exceed- ing twenty tons and not exceeding thirty tons - per annum	2	0	0	
For all British vessels employed only in fishing, exceed- ing ten tons and not exceeding twenty tons - per annum	1	0	0	
For all British vessels employed only in fishing, under ten tons - - - - - per annum	0	10	0	
For all barges, lighters, steam tugs, and other craft em- ployed within the port of Plymouth, exceeding thirty tons register - - - - - per annum	2	10	0	
Under thirty tons register - - - - - per annum	1	10	0	

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SCHEDULE B. (PART II.)

DUES FOR MOORING CHAINS AND BUOYS.

	£	s.	d.
For every vessel under one hundred tons register - per week	0	2	0
For every vessel of one hundred tons register and under two hundred tons register - - - - - per week	0	3	0
For every vessel of two hundred tons register and under three hundred tons register - - - - - per week	0	4	0
For every vessel of three hundred tons register and above - per week	0	5	0

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**SCHEDULE B. (PART III.)**

**DUES FOR CRANES.**

	£	s.	d.
For all dry goods in quantities not exceeding ten tons - per ton	0	0	8
For all dry goods in quantities exceeding ten tons - per ton	0	0	6
For wines, spirits, and other liquids, not exceeding ten tons - per tun	0	1	0
For wines, spirits, and other liquids, exceeding ten tons - per tun	0	0	8
For any single article in lieu of the above dues—			
Exceeding one and a half tons and not exceeding two tons - per ton	0	1	0
Exceeding two tons and not exceeding two and a half tons - per ton	0	1	6
Exceeding two and a half tons and not exceeding three tons - per ton	0	2	0
Exceeding three tons and not exceeding three and a half tons - per ton	0	2	6
A proportional payment to be made for any fractional part of a ton.			
Exceeding three and a half tons a special agreement must be made with the harbour or dock master.			

**SCHEDULE C.**

*Rates to be charged and paid for the use of the Graving Dock.*

For every Ship or Vessel, on the Gross Tonnage thereof.	Under 50 Tons.			50 and under 100.			100 and under 150.			And for every progressing 50 Tons.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
For two tides, the tide in and the next tide out - -	1	16	0	2	2	0	2	8	0	0	6	0
„ three ditto, including going in and coming out - -	2	2	0	2	9	0	2	16	0	0	7	0
„ four ditto - - -	2	8	0	2	16	0	3	4	0	0	8	0
„ five ditto - - -	2	14	0	3	3	0	3	12	0	0	9	0
„ six ditto - - -	3	0	0	3	10	0	4	0	0	0	10	0
„ seven ditto - - -	3	6	0	3	17	0	4	8	0	0	11	0
„ eight ditto - - -	3	12	0	4	4	0	4	16	0	0	12	0
Above eight ditto and not exceeding twenty-four tides -	6	0	0	8	0	0	9	0	0	1	0	0
„ two neaps - - -	12	0	0	16	0	0	18	0	0	2	0	0
„ three ditto - - -	18	0	0	24	0	0	27	0	0	3	0	0
„ four ditto - - -	24	0	0	32	0	0	36	0	0	4	0	0
„ five ditto - - -	30	0	0	40	0	0	45	0	0	5	0	0
„ six ditto - - -	36	0	0	48	0	0	54	0	0	6	0	0
„ seven ditto - - -	42	0	0	56	0	0	63	0	0	7	0	0
„ eight ditto - - -	48	0	0	64	0	0	72	0	0	8	0	0

[43 & 44 VICT.] *Great Western Railway Act, 1880.* [Ch. cxli.]

And, in addition thereto, for DOCKING, PUMPING, and UNDOCKING.

A.D. 1880.

	£	s.	d.
Vessels not exceeding 500 tons - - - - -	15	0	0
„ exceeding 500 tons and not exceeding 1,000 tons	25	0	0
„ „ 1,000 „ „ 2,000 „	40	0	0
„ of 2,000 tons and upwards in the same proportion.			

**SCHEDULE D.**

**DUES ON GOODS.**

	s.	d.
Anchors - - - - - per cwt.	0	1
Apples, pears, and all other green fruit in bulk - per bushel	0	0½
Apples, pears, and all other green fruit in packages - per cubic foot	0	0½
Ale, beer, porter, cider, vinegar, and other liquids in casks not otherwise enumerated - - - at per tun of 252 gallons	1	6
Ale, beer, porter, cider, vinegar, and other liquids not otherwise enumerated, in bottles - - - per dozen	0	1
Alum - - - - - per ton	1	0
Annatto - - - - - per cwt.	0	1
Apothecaries wares and drugs - - - per cwt.	0	1
Arsenic - - - - - per ton	1	2
Arrowroot - - - - - per cwt.	0	1
Argols - - - - - per ton	1	2
Asphalte - - - - - per ton	1	0
Bacon, hams, and tongues - - - per cwt.	0	1
Bale, cask, truss, box, trunk, case, chest, bundle, or package not exceeding 6 cubic feet, containing goods not otherwise enumerated - - -	0	3
For every additional cubic foot - - - per foot	0	0½
Bark - - - - - per ton	1	6
Bedsteads - - - - - each	0	6
Bedding, seamen's - - - - - each	0	2
Beef and pork - - - - - per tierce	0	3
Beef and pork - - - - - per barrel	0	2
Birds, cage of English - - - - - per cage	0	3
Birds, cage of foreign - - - - - per cage	0	6
Biscuit and bread - - - - - per cwt.	0	1
Bones - - - - - per ton	1	2
Bone dust - - - - - per ton	1	2
Bottles, empty - - - - - per dozen	0	0¼
Bricks, fire - - - - - per thousand	1	6
Bricks, building - - - - - per thousand	1	0
Brushes, brooms, and mops - - - per dozen	0	1
Butter - - - - - per cwt.	0	1
Bales, cases, and other packages of cotton, linen, and woollens, per ton of 40 cubic feet - - - per ton	1	6

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			s.	d.
Barytes	-	-	per ton	1 2
Blue lias, unmanufactured	-	-	per ton	0 6
Blue lias, manufactured	-	-	per ton	1 0
Brimstone	-	-	per ton	1 0
Bullion or specie	-	-	per cwt.	1 0
Carboys	-	-	each	0 2
Carts	-	-	each	1 6
Carts, hand	-	-	each	0 6
Chairs	-	-	per dozen	1 0
Cheese, loose	-	-	per cwt.	0 1
Coals, culm, coke, cinder, and brecze	-	-	per ton	0 6
Coffee, chicory, and chocolate	-	-	per cwt.	0 1½
Cabinet manufactures	-	at per ton of 40 cubic feet		2 0
Castings, iron or metal	-	-	per cwt.	0 1
Cement	-	-	per ton	1 0
Charcoal	-	-	per ton	1 6
Chemicals, dry, not otherwise enumerated	-	-	per ton	1 2
Chemicals, liquid	-	-	per ton	1 6
Clay and china stone	-	-	per ton	0 8
Cocoa-nuts	-	-	per hundred	0 1
Coir	-	-	per ton	1 2
Coprolite	-	-	per ton	1 0
Copper ore	-	-	per ton	1 2
Corkwood	-	-	per ton	2 6
Chain cables	-	-	per ton	1 2
Divi divi	-	-	per ton	1 6
Dye stuffs not otherwise enumerated	-	-	per ton	1 6
Drain pipes	-	-	per ton	1 0
Earthenware, loose	-	-	score pieces	1 0
Elephants, lions, tigers, rhinoceroses, and bears	-	-	each	15 0
All other wild beasts and foreign animals not already enumerated	-	-	each	5 0
Eggs, in casks or crates	-	-	per cubic foot	0 0½
Empty bags	-	-	per cwt.	0 1
Empty casks	-	-	per ton	1 2
Feathers	-	-	per cwt.	0 3
Flax and hemp	-	-	per cwt.	0 1
Flour, oatmeal, bran, and pollard	-	-	per ton	1 2
Fruit, dried	-	-	per ton	1 8
Flints and chalk	-	-	per ton	0 6
Fullers earth	-	-	per ton	1 2
Furniture	-	at per ton of 40 cubic feet		2 0
Felt	-	-	per ton	1 2
Glass, china, and earthenware, in crates or other package	-	-	per cubic foot	0 0½
Grain—beans, peas, tares, wheat, malt, barley, oats, rye, Indian corn, and all seeds not otherwise enumerated, sold by measure	-	-	per ton	1 2
Grass and all other seeds sold by weight	-	-	per cwt.	0 1
Grinding stones	-	-	per ton	1 2
Groceries and other dry goods not otherwise specified	-	-	per cwt.	0 1

[43 & 44 VICT.] *Great Western Railway Act, 1880.* [Ch. cxli.]

		s.	d.	A.D. 1880.
Gunpowder - - - - -	per barrel of 100 lbs.	1	6	—
Gunpowder - - - - -	per barrel of 50 lbs.	1	0	
Gunpowder - - - - -	per barrel of 25 lbs.	0	6	
Grease, not lard or tallow - - - - -	per ton	1	2	
Guano - - - - -	per ton	1	2	
Gypsum or plaster of Paris - - - - -	per ton	1	0	
Gravel - - - - -	per ton	0	4	
Hay - - - - -	per ton	1	2	
Hoops, butts - - - - -	per bundle	0	1	
Hoops, other sorts - - - - -	per bundle	0	0	
Hops - - - - -	per cwt.	0	2	
Hurdles, iron or wood - - - - -	per hundred	2	6	
Hardware and ironmongery - - - - -	per ton	1	2	
Hides, dry - - - - -	per cwt.	0	1	
Hides, wet - - - - -	per ton	1	2	
Horns - - - - -	per cwt.	0	1	
Instruments, musical or scientific, statuary, pictures, billiard tables, plate, and jewellery, packed in cases - - - - -	at per cubic foot	0	1	
Ice - - - - -	per ton	1	2	
Indigo - - - - -	per cwt.	0	2	
Iron, bar, bolt, rail, sheet, and plates - - - - -	per ton	1	2	
Iron, old scrap or pig - - - - -	per ton	1	2	
Iron ore - - - - -	per ton	0	9	
Jute - - - - -	per cwt.	0	1	
Junk - - - - -	per cwt.	0	1	
Kainit - - - - -	per ton	1	0	
Kelp - - - - -	per cwt.	0	1	
Laths - - - - -	per 1,000 of 3-foot lengths	0	4	
And in proportion for all other lengths.				
Lathwood - - - - -	per fathom of 4 feet long	2	0	
And so in proportion for all other lengths.				
Leather - - - - -	per cwt.	0	2	
Lard - - - - -	per cwt.	0	1	
Lemon and lime juice - - - - -	per pipe	1	6	
Lead - - - - -	per ton	1	2	
Lead ore - - - - -	per ton	1	2	
Lime - - - - -	per ton	0	6	
Lignum vitæ - - - - -	per ton	2	0	
Linseed, rape, and all other cakes - - - - -	per ton	1	2	
Machinery - - - - -	per ton	2	0	
Mahogany, cedar, and other ornamental timber in logs - - - - -	at per ton of 40 cubic feet	1	2	
Mahogany, cedar, and other ornamental timber in planks - - - - -	at per cubic foot	0	0	
Marble, foreign, unwrought - - - - -	per ton	1	2	
Marble, foreign, wrought - - - - -	per ton	2	0	
Meat - - - - -	per cwt.	0	1	
Metal sheeting - - - - -	per ton	1	6	
Millstones, large - - - - -	each	1	6	
Millstones, small - - - - -	each	1	0	

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		s.	d.
Manganese	per ton	1	0
Manure, common	per ton	0	4
Manure, manufactured	per ton	1	2
Mats	per 120	0	4
Molasses	per ton	1	2
Mangold-wurtzell	per ton	0	8
Nails	per cwt.	0	1
Nitrate of soda	per ton	1	2
Oils, fish or train	at per tun of 252 gallons	1	2
Oils not otherwise enumerated	at per tun of 252 gallons	2	0
Oil in bottles, in chests	at per cubic foot	0	0½
Oranges and lemons, in cases or chests	per cubic foot	0	0½
Ordnance, pieces of	per cwt.	0	2
Oars and oar rafters	per 120	2	0
Ochre	per ton	1	2
Onions	per cwt.	0	1
Orchilla	per ton	2	0
Ores, unenumerated	per ton	1	2
Paper	per ton	1	8
Pitch and tar	per ton	1	2
Plants and shrubs in mats	per cubic foot	0	1
Potatoes	per ton	1	2
Poultry	per dozen	0	3
Petroleum and petroline	per ton	2	6
Pumice stone	per ton	1	6
Pot and pearl ashes	per ton	1	2
Paints, painters colours, and materials	per ton	1	8
Pyrites	per ton	1	2
Phosphate of lime	per ton	1	2
Rags	per cwt.	0	1½
Rice	per ton	1	2
Rope, cordage, and twine	per ton	1	2
Resin	per ton	1	2
Salt	per ton	1	2
Salt, rock	per ton	1	0
Shot and shell	per cwt.	0	1
Slates	per ton	1	0
Staves	per load of 50 cubic feet	1	6
Stone and British marble	per ton	0	6
Saltpetre	per ton	1	2
Sand	per ton	0	4
Soap, candles, and starch, in packages	per cubic foot	0	0½
Shellac	per ton	2	0
Spelter	per cwt.	0	1
Skins, calf skins and skips, dry	per cwt.	0	3
Skins, calf skins and skips, wet	per cwt.	0	2
Skins, kid, lamb, seal, &c.	per hundred	0	3
Shumac	per ton	1	2

[43 & 44 VICT.] *Great Western Railway Act, 1880.* [Ch. cxli.]

	<i>s.</i>	<i>d.</i>	A.D. 1880.
Sugar, on gross weight - - - - - per ton	1	2	—
Soda and soda ash - - - - - per ton	1	2	
Straw and reed - - - - - per cwt.	0	1	
Spars 22 feet long and above - - - per load of 50 cubic feet	1	6	
Spars under 22 feet long - - - - - per 120	1	8	
Tallow - - - - - per ton	1	2	
Tea - - - - - per cwt.	0	2	
Tiles - - - - - per ton	1	0	
Turtle - - - - - each	2	0	
Tobacco, unmanufactured - - - - - per ton	2	6	
Tobacco, manufactured - - - - - per cwt.	0	2	
Tow - - - - - per ton	1	2	
Tin ore - - - - - per ton	1	2	
Timber, teak, oak, elm, ash, birch, or other similar hard wood - - - - - at per ton of 40 cubic feet	1	2	
Timber, fir or pine, deals, battens, ends, scantlings, and all other timber not otherwise enumerated - - - - - at per load	1	2	
Turpentine - - - - - per ton	1	6	
Valonia - - - - - per ton	1	2	
Vegetables not otherwise enumerated - - - - - per cwt.	0	1	
Waggons - - - - - each	2	6	
Wines and spirits - - - - - per tun of 252 gallons	1	6	
Wines and spirits in bottles - - - - - per dozen	0	1	
All goods and packages not enumerated in this schedule to pay at the rate of - - - - - per cwt.	0	2	
- - - - - or per cubic foot	0	1	

And so in proportion for any greater or less quantity, whether enumerated or not.

All goods and merchandise in packages to pay on the gross weight, except when charged by measurement.

**SCHEDULE E.**

**DUES ON ANIMALS AND CARRIAGES.**

	<i>s.</i>	<i>d.</i>
For every horse landed or embarked, for each and every time - - - - -	2	0
If craned, for each and every time the additional sum of - - - - -	0	6
For every bull, cow, or ox, for each and every time - - - - -	1	6
If craned, for each and every time the additional sum of - - - - -	0	4
For every pig, sheep, lamb, goat, or dog, for each and every time - - - - -	0	2
For every pony or mule, for each and every time - - - - -	1	0
If craned, for each and every time the additional sum of - - - - -	0	3
For every ass or calf, for each and every time - - - - -	0	3
For every four-wheeled carriage, for each and every time - - - - -	4	0
If craned, for each and every time the additional sum of - - - - -	1	0
For every two-wheeled carriage, for each and every time - - - - -	2	6
If craned, for each and every time the additional sum of - - - - -	1	0

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SCHEDULE F.

TOLLS ON PASSENGERS AND LUGGAGE.

	<i>s.</i>	<i>d.</i>
For every passenger who shall land from or embark on board any vessel at any pier, wharf, pontoon, or quay belonging to the Company	-	0 6
Ditto ditto from or to any boat or undecked vessel	-	0 1
For every person who shall use any pier, wharf, quay, or landing-place belonging to the Company for the purpose of walking for exercise or pleasure	-	0 1
For all and every trunk, portmanteau, box, parcel, or other package falling within the description of luggage that shall be shipped from or landed at any pier, wharf, or quay belonging to the Company, not exceeding the weight of twenty-eight pounds each	-	0 2
If exceeding twenty-eight pounds and not exceeding eighty-four pounds each	-	0 4
If exceeding eighty-four pounds and not exceeding one hundred and twelve pounds each	-	0 5
If exceeding one hundred and twelve pounds and not exceeding one hundred and forty pounds each	-	0 6
If exceeding one hundred and forty pounds and not exceeding one hundred and ninety-six pounds each	-	0 7
If exceeding one hundred and ninety-six pounds and not exceeding two hundredweight each	-	0 8
If amounting to or exceeding two hundredweight, for every hundredweight	-	0 4
And for every twenty pounds weight in addition	-	0 1

In addition to the above-mentioned tolls and dues, the Company will charge on the luggage or baggage of passengers to be landed or shipped (except in the case of any passenger who may prefer to land or ship his own luggage and convey it to the warehouse or ship) the following rates for the work, labour, and all other ordinary operations performed by them under the directions of the officers of Her Majesty's Customs or others in respect of the unshipping, landing, carrying, and housing of all baggage or luggage, goods, wares, and merchandise of passengers for examination by the Customs, and for the weighing, opening, unpacking, repacking, marking, numbering, labelling, and delivering; viz.,

	Additional Rate.	
	<i>s.</i>	<i>d.</i>
For each package not exceeding 14 lbs.	-	0 4
"          "          exceeding 14 lbs. and not above 28 lbs.	-	0 6
"          "          28 lbs.	-	0 8
"          "          56 lbs.	-	1 0
"          "          84 lbs.	-	1 4
"          "          112 lbs.	-	1 6
"          "          140 lbs.	-	1 9
"          "          196 lbs.	-	2 0

And for all additional weight in proportion.



SCHEDULE G.

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A.D. 1880.

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PART I.

- The Great Western Railway (Additional Powers) Act, 1871.
- The Great Western Railway Act, 1869.
- The Great Western Railway Act, 1870.

PART II.

- The Great Western Railway Act, 1872.
- The Great Western Railway (Swansea Canal) Act, 1872.
- The Severn Tunnel Railway Act, 1872.
- The Coleford Railway Act, 1872.
- The Malmesbury Railway Act, 1872.
- The Great Western Railway Act, 1873.
- The Bala and Festiniog Railway Act, 1873.
- The Bristol and North Somerset Railway Act, 1873.
- The Great Western Railway Act, 1874.
- The South Devon Railway Act, 1874.
- The Great Western Railway Act, 1875.
- The Waterford and Central Ireland Railway Act, 1875.
- The Great Western and Bristol and Exeter Railway Companies Amalgamation Act, 1876.
- The Great Western Railway Act, 1876.
- The Pontypool, Caerleon, and Newport Railway Act, 1865.
- The Great Western Railway Act, 1877.
- The Great Western Railway Act, 1878.
- The Great Western and South Devon Railway Companies Amalgamation Act, 1878.

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