

## Llanelly Railway and Dock Company.

(Deviations and new railways: abandonment of part of authorized lines; further money powers and arrangements; confirmation and maintenance of Pistillishaff Branch; maintenance and use of part of Mr. Sterry's Railway; provisions affecting the Carmarthen and Cardigan, South Wales, Vale of Neath, and Swansea and Neath Railway Companies, the Swansea Harbour Trustees, the Oystermouth Railway or Tramroad, and the Burry Navigation and Llanelly Harbour Commissioners; new tolls, alterations of and exemption from tolls; amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to effect the objects and to empower the Llanelly Railway and Dock Company (hereafter called the Company) to exercise the powers following, viz. :—

To make and maintain the Deviation Railways and new lines following (with all proper works and conveniences connected therewith), to wit—

A railway (No. 1), commencing from and out of the Carmarthen line, authorized by the Llanelly Railway (New Lines) Act, 1861, in the parish of Abergwilli and county of Carmarthen, at or near the point denoting 11 miles 4 furlongs on the plans of that line, deposited with the Clerk of the Peace and Parish Clerk in November 1860, and terminating in the parish of St. Peter's and county of the borough of Carmarthen, at, in, or upon the Carmarthen and Cardigan Railway, at or near the inclosure numbered 815 in the Tithe Commutation map of the said parish of St. Peter's, with power to form a junction with that railway there, and which intended Railway (No. 1) will be made or pass from, in, through, or into the parishes, townships, and places of Abergwilli, in the county of Carmarthen, and St. Peter's, in the county of the borough of Carmarthen, or one of them.

A railway (No. 2), wholly within the said parish of St. Peter's, commencing at or near the termination of the intended Railway No. 1, as hereinbefore described, with power to form a junction with the Carmarthen and Cardigan Railway at or near such commencement, and terminating at or near a field or parcel of land numbered 497 on the Tithe Commutation Map of that parish.

A Railway (No. 3), wholly within the said parish of St. Peter's, commencing by a junction with the intended Railway No. 1, hereinbefore described, at or near the field numbered 811 in the Tithe Commutation map of that parish, and terminating at or near the field numbered 835 in that map, and there forming a junction with the Carmarthen and Cardigan Railway.

A Railway (No. 4), wholly within the parish of Swansea and county of Glamorgan, commencing from and out of the authorized line of the Railway No. 1 (Swansea lines), authorized by the Llanelly Railway (New Lines) Act, 1861, at or near the mark or point denoting 9 miles 5 furlongs on the plans of that line; deposited with the Clerk of the Peace and Parish Clerk in November 1860, and terminating in and by a junction with the same authorized line, at or near the point or mark denoting 11 miles 3 furlongs on those plans.

A Railway (No. 5), wholly within the parish of Llandilo-Talybont, in the county of Glamorgan, commencing from and out of the last-mentioned authorized line (Railway No. 1) of the Swansea lines, at or near the point or mark denoting 2 miles 2 furlongs on the said deposited plans of that line, and terminating thirty yards or thereabouts east of the pit or shaft of the Groves

End Colliery, in the occupation of Mr. Jenkin Williams.

A Railway (No. 6), wholly within the parish of Swansea and county of Glamorgan, commencing from and out of the last-mentioned authorized line (Railway No. 1 of the Swansea lines), at or near the point or mark denoting 11 miles 7 furlongs on the said deposited plans of that line, and terminating by a junction with the High Level Railway of the Swansea Harbour Trustees (being the railway which they were authorized by the Swansea Harbour Act, 1857, to construct), at or about 300 yards from the terminus of the said Railway of the Harbour Trustees on the north side of the Swansea South Dock; and also a station at or near the terminus of and in connection with the intended Railway No. 6 (which intended station will be wholly situate in the said parish of Swansea), and county of Glamorgan.

To cross, stop up, alter, or divert, temporarily or permanently, for the purposes of the intended Bill, roads, streets, ways, railways, tramways, rivers, streams, canals, aqueducts, bridges, sewers, drains, pipes, and watercourses within or near any of the before-named parishes or places.

To purchase by compulsion and by agreement, lands, houses, and hereditaments for the purposes of the intended Bill, to levy tolls, rates, and duties upon and in respect of the intended railways and works, to alter those which the Company are now authorized to levy, and to confer exemptions from the payment of such tolls, rates, and duties.

To apply for the purposes of the intended railways and works, the funds raised or to be raised under the Llanelly Railway and Dock Act, 1853, the Llanelly Railway and Dock Act, 1860, and the Llanelly Railway (New Lines) Act, 1861, and to raise further money for the purposes of the Bill by the creation of new shares and stock in the several undertakings of the Company, or some of them, with or without preference or priority of interest or dividend and other special privileges, and by borrowing thereon.

To abandon and relinquish the construction of the said authorized Carmarthen line from the commencement of the said intended Railway No. 1, firstly hereinbefore described, unto and including the authorized termination of the said Carmarthen line, and also to abandon and relinquish the construction of the portion of the said authorized Railway No. 1 of the Swansea lines between the intended commencement and termination of the said intended Railway No. 4, and to repeal the 30th section of the Llanelly Railway (New Lines) Act, 1861, relating to the construction of the authorized Railway No. 1, between the points marked on the deposited plans as denoting 10 miles 2 furlongs, and 11 miles 2 furlongs.

To discharge the Company from all liability to construct, and from all penalties for not constructing the railway secondly authorized by the 52nd section of the Llanelly Railway and Dock Act, 1853, and in lieu thereof to empower them to maintain and work, and levy tolls, rates, and duties, upon or in respect of the Branch Railway running eastward from the Company's main line on Pistillishaff Farm, in the parish of Llandebie, and county of Carmarthen, as now constructed, and to sanction and confirm such construction (and which Branch Railway is wholly situate in the said parish of Llandebie, and county of Carmarthen).

To maintain and work, and levy tolls, rates, and duties upon or in respect of so much of the railway known as Mr. Sterry's Railway, in the parish of Loughor and county of Glamorgan, as may not be converted or appropriated to or for the purposes of